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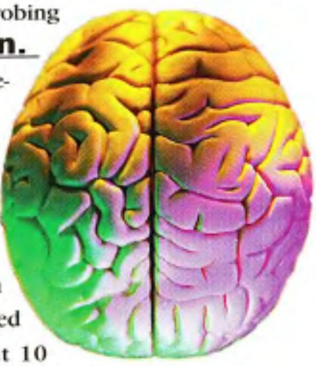
TakingItEasy

This guy walked into a police station with a wire sticking out of his head. When asked why he had a wire sticking out of his head, he said he was probing around **to find his brain.** He apparently didn't have one because he couldn't find it.



The sum of $1.3 million was awarded to a man for **brain damage** he suffered when his dentist went to sleep during an appointment and left him hooked up to nitrous oxide for about 10 hours. (What I can't figure out is why he stayed hooked up to nitrous for so long—unless he was just having a good old time. But 10 hours?)

From our "Shocking Way To Go" Department: The police responded to a 911 call, went to the house, and found a man face down on the couch, naked. When he was rolled over so they could check for a pulse and start CPR if necessary, burn marks were noticed around his genitals. The man (who turned out to be dead on arrival) was removed, and the police made a closer inspection of the couch where they had found him. It seems he had made **a hole between the cushions,** and when they flipped the couch over, they discovered what caused his death. Apparently, he had a habit of putting his naughty bits between the cushions, down into the hole and between two electric sanders (with the sandpaper removed for obvious reasons). After his orgasm, the man's ejaculation shorted out one of the sanders, thus electrocuting him to death.

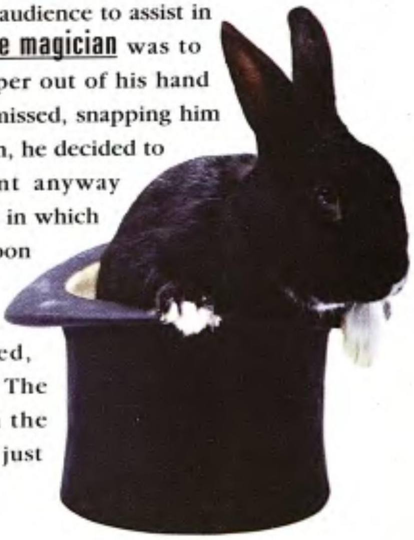
This one is beyond bizarre. When the police went to an apartment after complaints of a bad smell, they found that every square inch of the apartment, including appliances and even the inside of the toilet, was covered with pornographic images cut from magazines. One of the police said that the visual effect was very unsettling because everything looked the same—you couldn't tell where one wall ended and a doorway began. On top of all that, the weird resident had concocted a wire frame around his head on which he had taped **various pornographic images,** apparently so he could move about his apartment freely without ever losing his close-up view of nude bodies. Small slits had been cut into the paper so he could find his way, but he had no peripheral vision and could barely see a thing. He was found nude with this wire frame entangled in a hanging lamp. Because a feather duster was lying nearby, they think that he had been dusting and his headgear had somehow become entangled in the lamp that was chained to the ceiling. The man allegedly choked to death trying to extricate himself from his predicament. (You won't see this one on the *X-Files*.)

What would you call him? An outhouse peeper? A woman using an outhouse noticed **a red light in the pit** and looked down to find a man standing in hip-high waders videotaping her. He escaped. (That's what I'd call a determined peeper.)

From our "Lost Love" File: A man ran into his estranged wife in a parking lot at a concert (she had a court stay away order against him). He **lost control of himself,** climbed a utility pole, and hanged himself with battery jumper cables in front of an audience of hundreds (guess he showed her!).

From time to time I've mentioned strange art objects and the prices they fetch. Well, here's one that falls into this category. In 1961, **an Italian artist** canned his personal feces—in 90 tins, 30 grams at a time. In 1993, one tin of the late artist's excrement sold for $75,000; at the latest sale in 1998, at an esteemed auction house, one went for $28,800. *Forbes* magazine says that even with the drop in price, the artist's feces are still about $1,000 per gram, almost 100 times the price in gold (that's expensive shit!).

A man was recuperating in a hospital and was considering a lawsuit against a magician as a result of injuries he had sustained at a recent performance. He said he had volunteered from the audience to assist in two stunts. First, **the magician** was to snatch a piece of paper out of his hand with a whip, but he missed, snapping him hard in the head. Then, he decided to do the second stunt anyway (which is beyond me) in which he would hold a balloon in his hand while the magician shot at it with his back turned, looking at a mirror. The first shot hit him in the hand. (Some people just don't learn.)



Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 313 • JULY 1999

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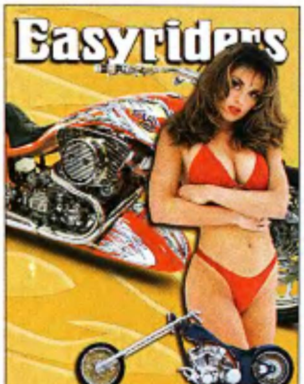

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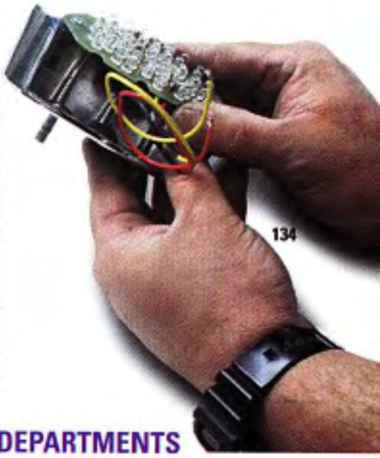

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Cover photos: Stephanie and Mark Cohen's '98 Rigid by Richard Broun; Arlen Ness' Red Rocket by Jim Gianatsis. Special effects imaging by Daniel Ferguson

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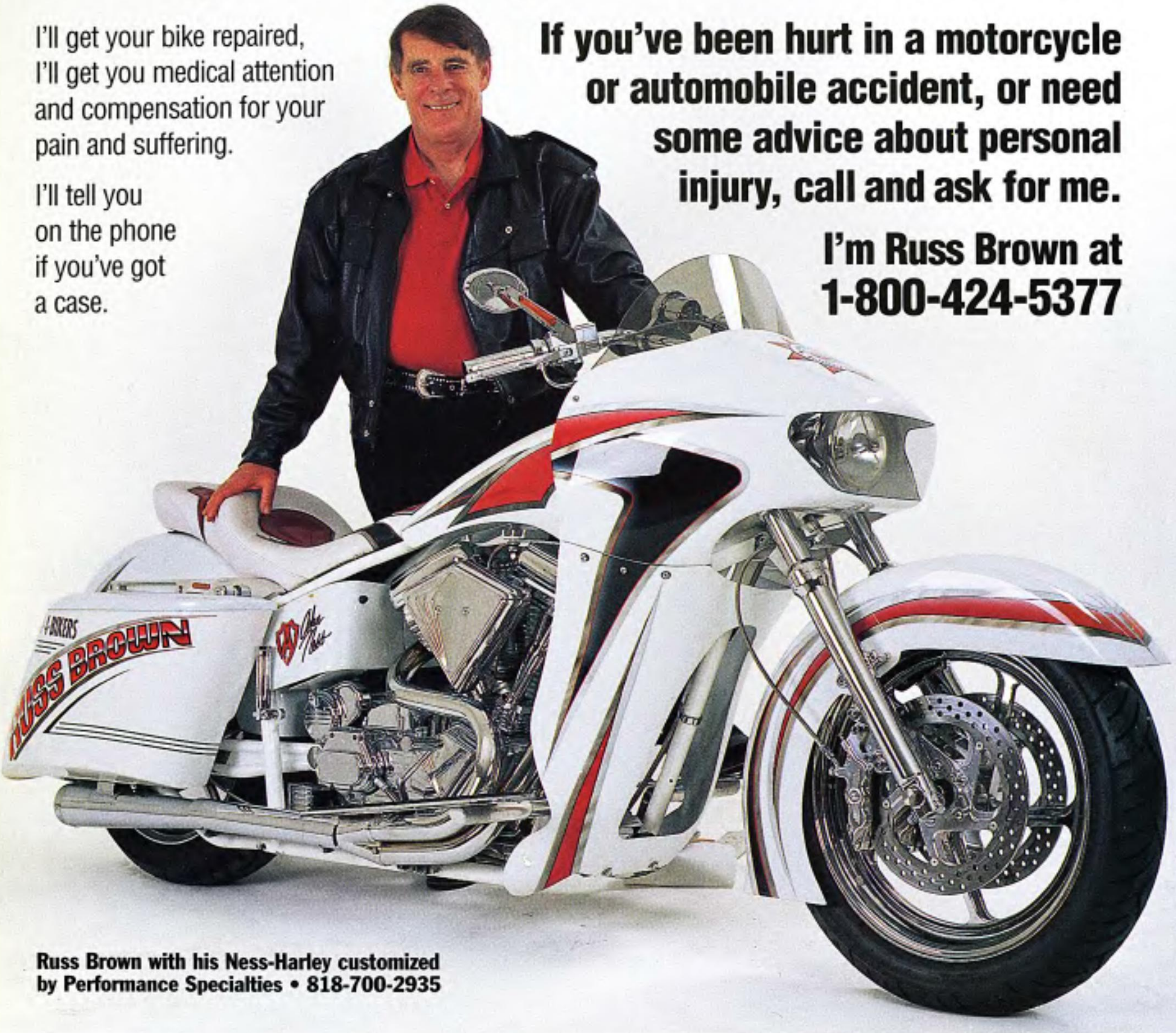

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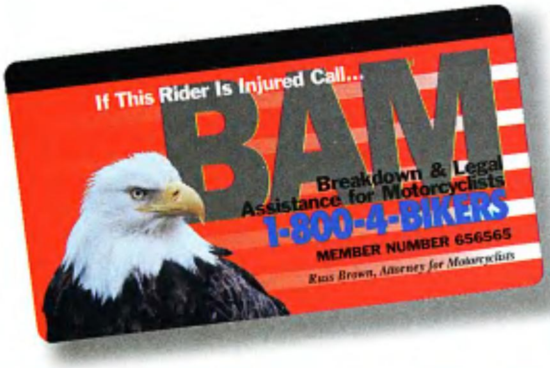

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WordMonger

Needs Info

In the February '99 issue (page 57) you featured a beautiful chopper with accessories by "Legends." I've talked with numerous shops and mechanics, but they're not familiar with this company. If you could get me a phone number, I'd be in your debt. The tag bracket mounted behind the swingarm and on the axle is very unique.

S.C. Colbert
Tampa, Florida

Legends USA: (888) 445-3436, (714) 470-1940

There's Nothing Like It

I really dug the letter "The Subject is Evos" (January '99). I've been riding since I was 7 years old. I'm 32 now. At 15, I wanted out of the house and on the road to explore this world of ours, so I bought a foreign-make, which was all I could afford, but the Harley bros treated me like one of their own. Of course, there's nothing like riding a Harley, but with little money and a very strong desire to be cruisin' down the road on two wheels, well, you gotta do what you can.

Since then, I've ridden Softails, Fat Boys, Buells, and Heritage Springers which were all Evos, and now I'm waiting for my Road King 88 to arrive. I guess what I'm trying to say is that there's nothing like ridin' a Harley (old or new), but it doesn't really matter what you ride, because we're all brothers and sisters out there with the same desire to ride and be free.

Rev. Snake
Weston, West Virginia

Noise Hater

Just returned from a relaxing weekend in Key West, where we spent some time enjoying the sun and a cold beer at a table just a few feet from the street. As a Harley owner, I was truly embarrassed (not to mention temporarily deafened) when a pack of Harleys came through, revving their engines for everyone to "enjoy." They passed the open tour train and most of the passengers on the train were covering their ears. The people turning their heads were not amused or entertained by this show. The traffic was hardly moving, and I was glad when the bikes got on down the road to be an annoyance to someone else.

How many people they offended I couldn't guess. But just remember, these people are voters and will think of you when they see noise regulation on the ballot. I know how I'm going to vote.

Whenever I heard a bike with a modified exhaust the rest of the weekend, I started thinking of how obnoxious I must sound and decided to put my stock mufflers back on. When new noise legislation gets crammed down your throat (and it will), don't bitch about it. Just remember—you've been one of its chief supporters.

Daniel Jones
Florence, South Carolina

What? Huh? Whatzdatyasay? Ya know what they say, Danny: If it's too loud, you're too damn old!

A Little History

I am writing in response to the interview with Peter Fonda in the January '99 issue. On page 117 Fonda is asked if he ever imagined he would be identified with the "Captain America" bike 30 years later. His response was in the negative, and he further stated that he conceived of the idea of the motorcycle and drew it out on paper. He also said some friends from Watts helped him build the bike for a movie.

I am compelled to supply you with additional history on this bike. The late Mr. Benjamin Hardy built "Captain America." Benny, as he was known by his peers, was an entrepreneur in the Los Angeles area and the first African-American licensed independent Harley-Davidson dealer.

Benny's shop was located on Florence Avenue in L.A. In the '50s he built Panhead rigid frame, upswept-style choppers. He was also an excellent iron and steel man and made his sissybars from raw stock. Benny would bend and shape them on an anvil that was a fixture in the middle of his shop and was known to work on bikes until the early morning hours.

The "Captain America" bike is the classic chopper for that era. I've been riding for over 30 years and built my own bike, but Benny made my sissybar, which is what makes it special.

Benjamin F. Hardy Sr. died a few years ago, and the riders in the community have certainly missed him as a friend and rider. A rider from the community could always get little parts such as brushes for a 6-volt generator or just plain general Harley knowledge. Unfortunately, he was not mentioned by name in the article. I would really appreciate an addendum to that article with acknowledgments to Benny for his talents and accomplishments.

Donnell Petetan
Lynnwood, California

Time To Wake Up, Peter

So why does the man who requires no wrist watch all of a sudden need one for each arm! (Peter Fonda, January '99, page 113, top right corner). And is that the Grateful Dead's Bob Weir with the red brain bucket on (same issue, page 91)?

Oeeawa
Ontario, Canada

After tossing his watch in Easy Rider, *Peter had to make up for lost time by wearing two timepieces for the rest of his natural life. If you are a longtime Dead fan, eventually everyone looks like Bob Weir.*

Light Ain't Right

In the March issue (page 73, lower right) a nearly perfect picture arose before my eyes ... a gal with a bright smile and large hooters with pierced nipples cradling a brew in the middle. But wait! The awesome photo is flawed by the presence of a light beer—damn! What a letdown.

Rickster
Crescent City, California

A Request

My wife won't let me keep *Easyriders* in the house because of the kids. Is there any way you could do a magazine with all the same stuff, but with some clothes on the models? Don't get me wrong, I love naked women—especially if they ain't my wife—but the magazines in the garage get spiders in 'em, and the ones on the bottom got moldy. I'd be willing to pay extra. Thanks.

Willis Colton
Larrysburg, Ohio

No need to pay us extra, Willis. Just for you we'll make a special version of Easyriders *but we'll cut out the nudity, OK? We'll call it* V-Twin *so your wife will know it's different from* Easyriders *and we'll have it delivered right to your door by a uniformed employee of the U.S. Government. Now that's service.*

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KNOCKout KNUCK

A RIGHTEOUS RIGID

There's something about the story of this bike that's appealing in its unvarnished, unpretentious simplicity. Like the old tale of the sculptor who buys a block of granite, then proceeds to chip away everything that isn't a statue, about five years ago, Shawn Smith purchased his first motorcycle—a heap of metal, inside of which lurked a 1946 Knucklehead. →

Learning to wrench on the go (with some help from his father-in-law and a couple of books), and with the venerable scoot a mere three weeks shy of completion, Shawn returned home one weekend to find it gone. About a year after the theft, he spotted another basket case inside a garage, and $800 later, he lugged home the raw materials composing the classy, 1947 Knucklehead you see before you.

"I like the nostalgia of older bikes," Smith says, "but building one can tax your patience. I found most of the stuff either by hitting the swap meets, or through the help of Mike at Pacific Coast Cycles. He's a bloodhound for parts. Still, of the two years I worked on this one, about eighteen months went to searching or waiting for parts."

The result was well worth the wait, as testified by the bike's winning 3rd Best of Show at the Easyriders Judged Class in Pomona, California. Appropriately enough, since this is the only bike Shawn owns, and since he rides it daily, the impulse to enter the show hit no more than a month prior to the event.

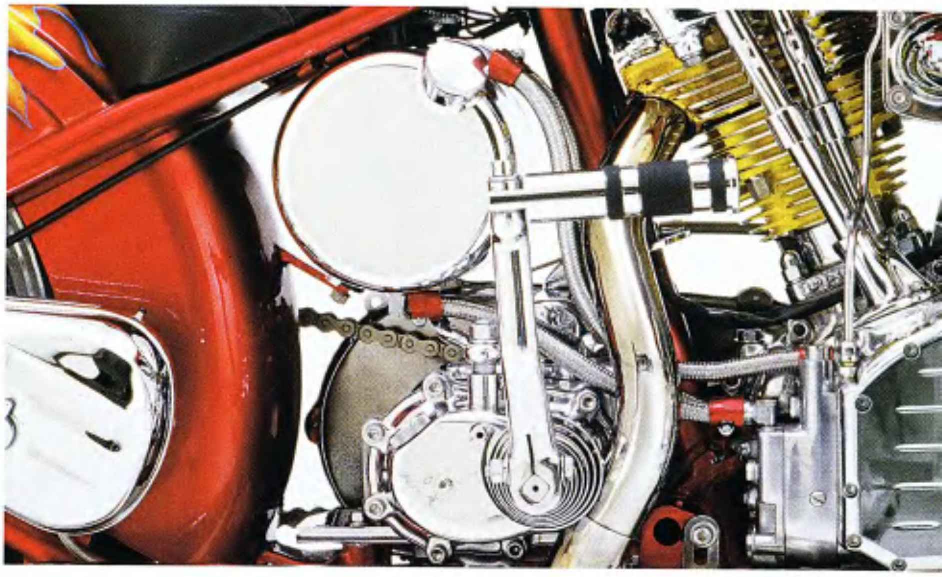
"We just started floorin' it, trying to get it finished," Shawn recalls. "Dan Howard, my brother-in-law, worked on it with me. Dan doesn't get off work till 11 p.m., and the assembly was completed with maybe two days to spare. Fortunately, in spite of the noise and frenzy in the wee hours, my wife, Kelly, was supportive and tolerant all the way." →

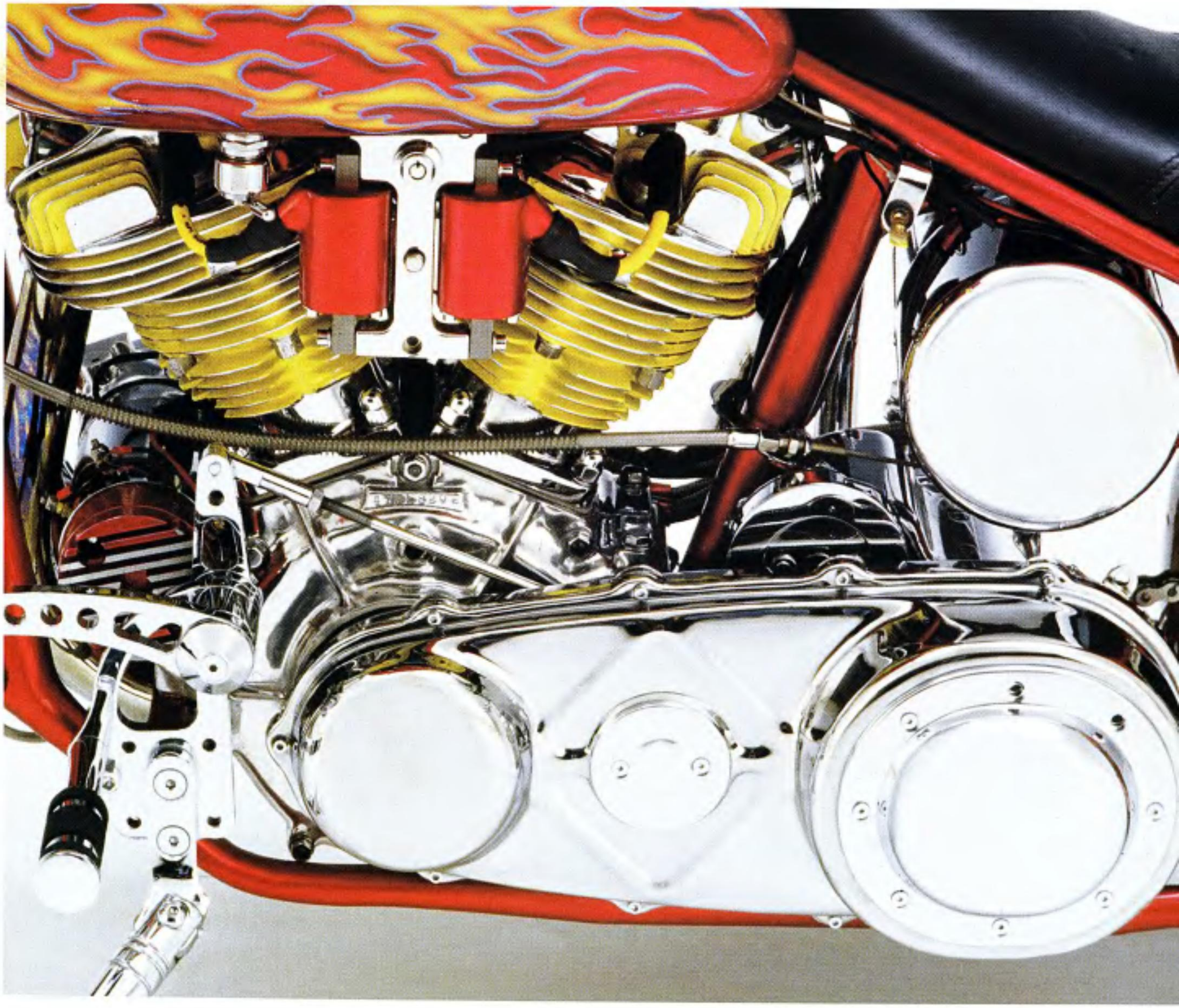
Easyriders

Characteristic of any true biker, Shawn's passion is, first and foremost, the ride itself, rather than the glossy trappings of show competition. "Since the bike's a rigid with straight handlebars, at first I was worried that it might be tough to ride. But it handles well, and the ride is comfortable."

Shawn does admit to making one minor concession to luxury, however. Not long ago, he went to a local dune buggy place and picked up a couple of coarse-mesh screens. Seems he finally grew weary of picking those pesky small dogs and infants out of that velocity stack.

—Tex Campbell





Owner: ....Shawn Smith
City: ....Long Beach, California

General
- Fabrication: ....owner, Dan Howard
- Year/make: ....1947 Harley-Davidson
- Model: ....FL Knucklehead
- Assembly: ....owner
- Chroming: ....CalTron Plating

Engine
- Year/model: ....1947 Knucklehead
- Rebuilder: ....owner
- Ignition: ....Spyke
- Displacement: ....80 cubic inches
- Lower end: ....stock
- Pistons: ....H-D
- Cases: ....stock '47
- Heads: ....original
- Cam: ....Andrews
- Lifters: ....solid
- Carb(s): ....SU
- Air cleaner: ....Rivera
- Pipes: ....Paughco

Frame
- Year/type: ....1947 rigid
- Builder: ....H-D
- Modifications: ....molded fender, 36-degree rake

Transmission
- Year: 1947
- Shifting: 4-speed

Paint
- Molding: ....Rods 'n' Rides
- Painter: ....Rods 'n' Rides
- Color/type: ....Brandy Candy/ House of Kolor
- Special paint: ....Steve Van Deman

Accessories
- Bars: ....broomstick
- Handlebar controls: ....Hurst
- Fender(s): ....Jesse James
- Headlight: ....Paughco
- Taillight: ....Biker's Dream
- Dash: ....fabricated by owner
- Pegs: ....Legends
- Foot controls: ....Legends
- Gas tank: 6-gallon
- Oil tank: ....spun aluminum
- Oil system: ....S&S oil pump
- Seat: ....Lars/High End Products
- Mirrors: ....Pro-One
- Grips: ....Ness

Forks
- Type: ....wide glide
- Builder: ....H-D

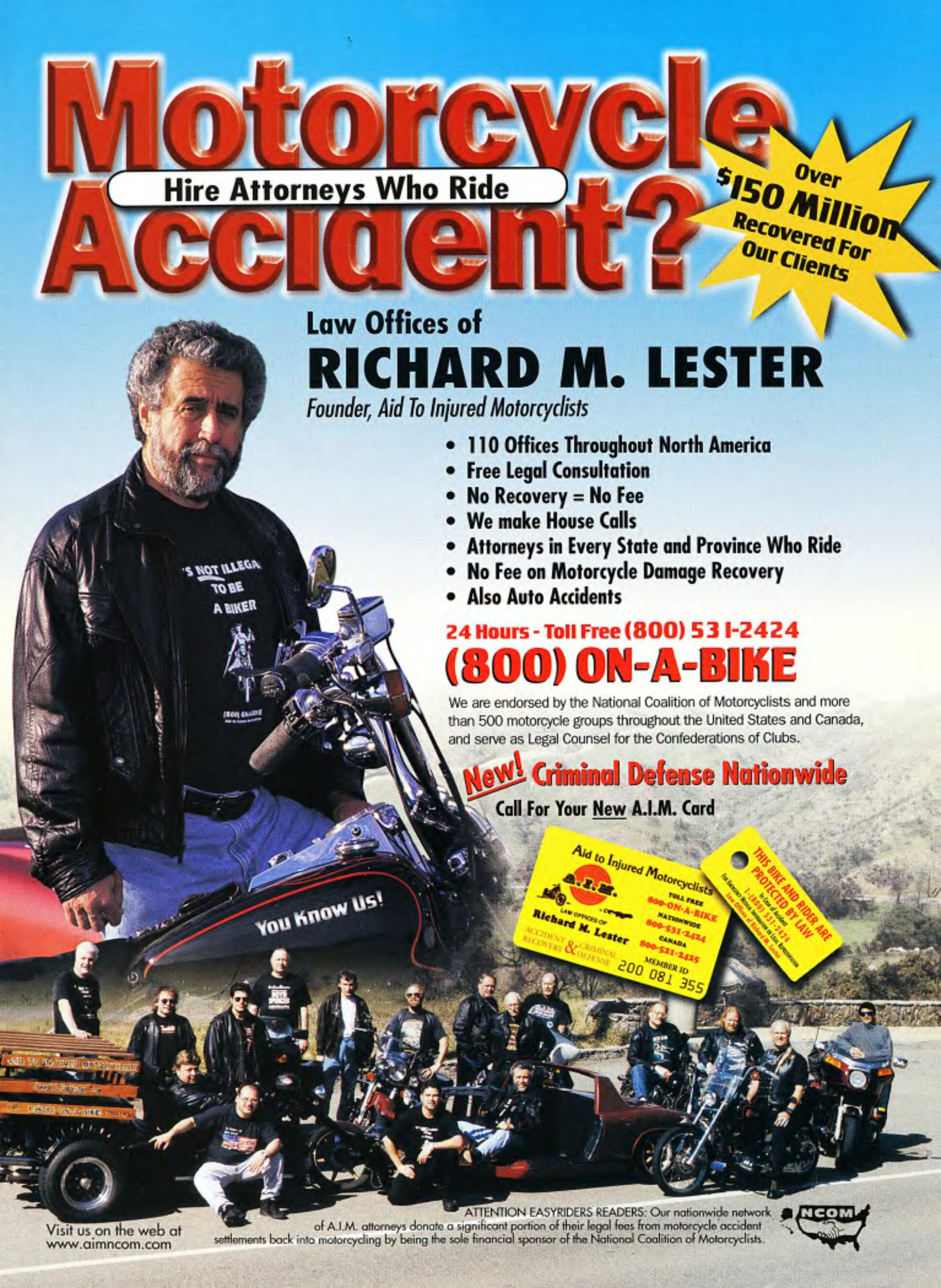
Wheels

Front
- Type: ....Joker Machine
- Size: 21-inch
- Tire: ....Dunlop
- Brake: ....Legends

Rear
- Type: ....Joker Machine
- Size: 16-inch
- Tire: ....Dunlop
- Brake: ....Legends

Photos: ....Raiko Hartman

3RD BEST OF SHOW: JUDGED
Easyriders Bike Show Tour Pomona, Calif., Jan. 9, 1999. Owner is eligible to compete in the $35,000 Invitational, Columbus, Ohio, Feb. 2000.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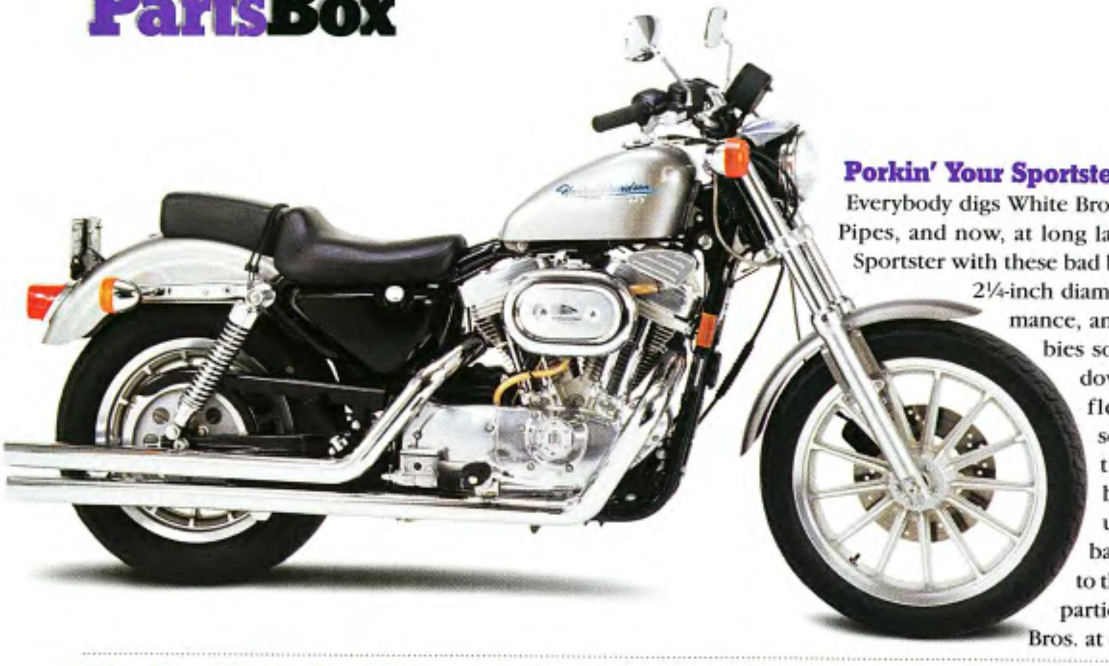


Porkin' Your Sportster

Everybody digs White Brothers' long and low Porker Pipes, and now, at long last, you can dress up your Sportster with these bad boys. They feature oversize 2¼-inch diameter pipes for great performance, and, lemme tell ya, these babies sound most excellent going down the road. Optional baffles allow a wide range of sound level and tuning abilities. If you don't have a bike, these pipes can be used as ceremonial Yorvic bassoons to call distant tribes to the traditional clam-smashing parties. For more info call White Bros. at (714) 692-3404.

Keep Your Motor Runnin'

The heart of your Harley is made to keep beating for a long time, but eventually it gets clogged arteries and needs a rebuild. H-D Remanufacturing can bring new life to your big twin Evo engine. Just take your scoot down to your local Harley dealer and they'll send your engine off to the factory for a complete refresh including heads, crankcase, cylinders, and flywheels if needed. Your mill will get a fresh coat of factory paint and return like a new pup roarin' to take you on many more happy miles. Turnaround time is about two weeks, and the recharged motors carry a one-year unlimited mileage warranty. Suggested retail for the whole shebang is just $1,995 for silver-polished finish and $2,195 for black-and-chrome finish. Call your local Harley dealer for more info. Now if they just had somethin' like this for the ol' lady.

Capt. America Shoots Back

Yep, 30 years after the demise of Captain America he's shooting back with this limited-edition Peter Fonda/*Easy Rider* commemorative rifle produced on the world famous Henry rifle. Fonda-White Productions worked with CMC and A&A Engraving so that you can buy a Captain America replica bike and have the matching numbered rifle. Engraved images on the rifle are based on the film *Easy Rider* in high-definition gold and brushed nickel finish on the barrel. Call A&A Engraving at (800) 243-4641 or visit their Web site at: www.aaengraving.com.

Bar-To-Bar Bars

So many bars, so little time ... and which one to choose? Try these V-Bars from Drag Specialties on for size. The specially designed, hand-crafted handlebars feature aggressive styling and a comfortable riding position. But ya better get them now because they will be produced only in limited quantities. That's right, we're talkin' limited-edition, kids—made just for you 'cause you're special. Made in the USA from 16-gauge DOM steel tubing and a whole lotta love from your grinning Drag Specialties dealer.

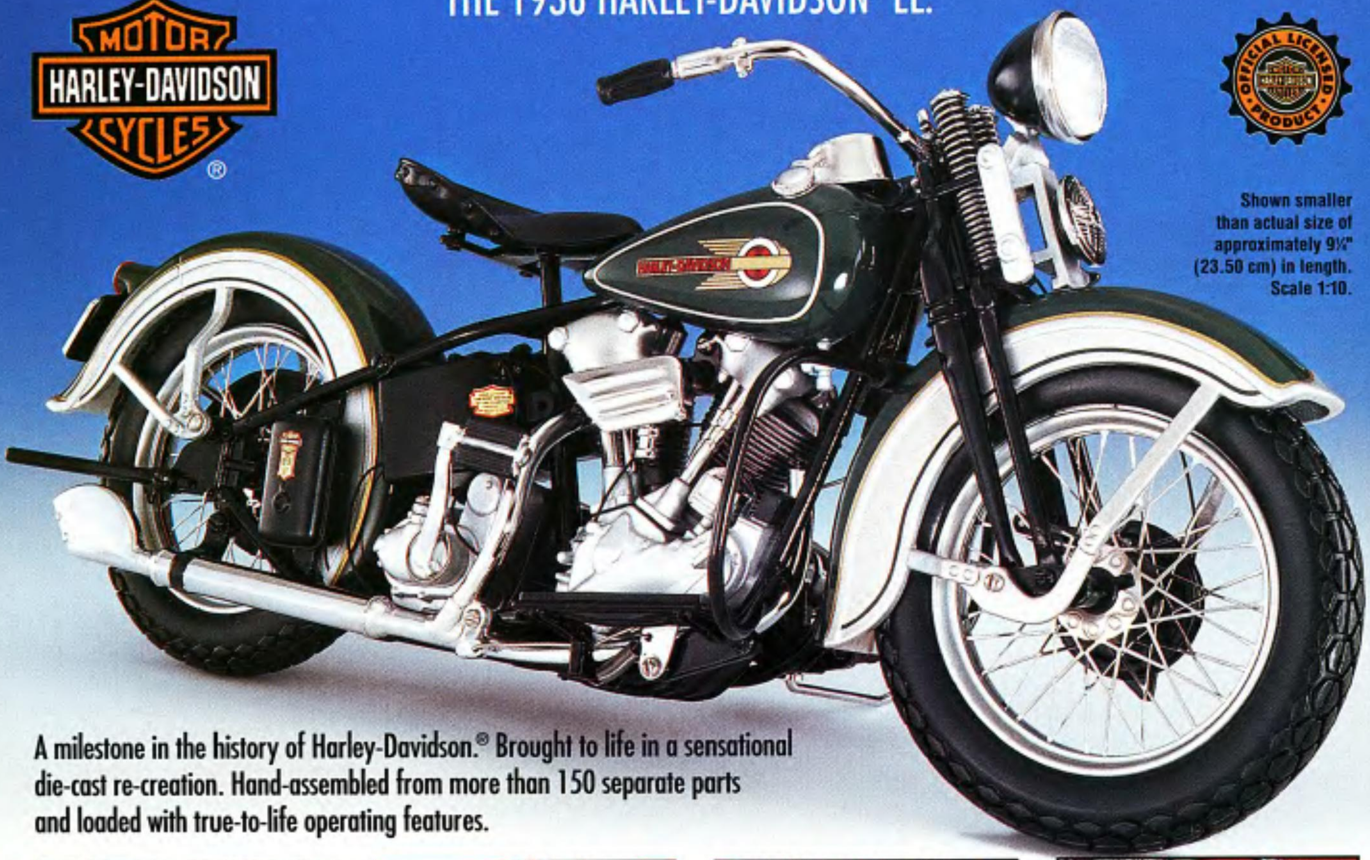
Pert Puppies

Curvaceous, beautifully formed, pert, and well rounded ... No, not the mammalian meat pelts pictured here, but the *tanks,* man! Available from the brazen Brits from Battistinis, these high-class, custom-contoured gas tanks come in designs to fit every Harley model including custom applications. The tanks are made from 14-gauge aluminum and are fully leak tested to ensure welding integrity. They are available with optional aero or single screw filler cap. Wanna know more? Call Battistinis at 44 12 02 762 404 or check 'em out online at: www.battistinis.com.

Harley-Davidson® in association with Franklin Mint Precision Models presents

THE FIRST KNUCKLEHEAD

THE 1936 HARLEY-DAVIDSON® EL.



Shown smaller than actual size of approximately 9¼" (23.50 cm) in length. Scale 1:10.

A milestone in the history of Harley-Davidson.® Brought to life in a sensational die-cast re-creation. Hand-assembled from more than 150 separate parts and loaded with true-to-life operating features.

First of the legendary Knuckleheads. Father of the modern Harleys.® A technological breakthrough powered by the first modern V-Twin® engine. Now, the 1936 Harley-Davidson® EL roars once more. In the definitive die-cast replica from Franklin Mint Precision Models.

Assembled by hand from more than 150 separate components to capture every detail. The two-into-one exhaust, the fuel-tank-mounted speedometer (a Harley first still used today), even the rear taillight lens. We've even replicated Harley's first modern V-Twin engine, with its knuckle-shaped engine heads that gave the machine its legendary nickname. Fully detailed from the chrome-plated air cleaner to the spark plug wires, even the brake and clutch cables stand out in perfect clarity.

The handlebar steers the front wheel, the chain rotates with the rear wheel, the gear and brake pedals actually pivot, and the front suspension system is fully functional. Just $135, payable in monthly installments.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please mail by July 31, 1999.

Please enter my order for *The 1936 Harley-Davidson® EL*.

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27.* each, with the first payment due prior to shipment.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

SIGNATURE ______________________

ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

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CITY/STATE ______________________ ZIP ______

TELEPHONE # (______) ______________________

19948-26-001

FRANKLIN MINT PRECISION MODELS.® THE COLLECTOR'S CHOICE IN DIE-CAST.

Experience... the NEW Motorcycle/Rodeo Show

Feel what two-wheel BOOGIE N' is all about

BARNETT HARLEY-DAVIDSON THE WORLD'S LARGEST

ACCEL

COMING TO THESE FINE CITIES

Charlotte, NC **June 18,19, 20** Metrolina Expo Center (I-77 to 16A exit)	**Sedalia, MO** **July 2, 3, 4** Missouri State Fairgrounds (Hwy 65 & W 16th St.)	**Harrington, DE** **July 16, 17, 18** Delaware State Fairgrounds (Rt. 13, South of Rt. 14)	**Prospect, PA** **July 30, 31, & Aug 1** Butler County Fairgrounds (Rt. 422, 8 mi. W of Butler)
Fowlerville, MI **Aug. 20, 21, 22** Fowlerville Fairgrounds (I-96 to Fowlerville exit, north to Grand River)	GRAND NATIONALS **Chillicothe, OH** **Sept. 2, 3, 4, 5, 6** Ross County Fairgrounds (Hwy 35 to Rt. 104 North)	**Greenville, SC** **Sept. 17, 18, 19** Greenville County Fairgrounds (U.S. 25 1-1/2 miles N. of I-85)	**Santa Rosa, CA** **October 8. 9. 10** Sonoma County Fairgrounds (Hwy 101 to Hwy 12E))

For further information CALL OUR EVENTS DIVISION AT 1-800-962-9857

www.easyriders.com

WHERE LESS IS LOTS MORE
MODERN BASICS

Burning deep down in the soul of most every Road King rider there's an urge to break out and kick some tail on a stripped-down hot rod. While there's little argument about one of those full-boat baggers being the chair of choice for a long-haul odyssey, there's also little argument that for in-town, bar-to-bar street brawling, a slimmed-down rigid has lots more appeal. Take it cross country? What are you nuts?! But for blasting cross town there's not much that's better.

Such was the thinking of the talented trio at Fast Company in Kirkland, Washington, and John, Rick, and Mike hit the target dead center. Less than a week after they rolled this Ultra Orange Pearl digger onto their showroom floor it was gone, with orders for more just like it.

The bare bones dream machine started life as one of the half-dozen or so spec bikes Fast Company puts together each year. Wanting to do a rigid with a difference, they sketched out a long, swoopy

modern version of the street fighter's classic look. Based around stretched and raked Santee frame, the plan was a narrow-tire front end with big rubber under the tail. With those basics settled, master craftsman Mike Bradshaw dug into the tank, an off-the-shelf Drag Specialties piece, working and shaping the metal until he found what he wanted. The tank, which kept getting longer, and longer, and longer, dictated the whole look for the bike. The next defining part was the set of Jesse James fenders, and following that the stretched oil bag, which is a great bit of magic all on its own and goes a long way toward keeping things clean.

To neatly hide away all the electrics, Mike lengthened the tails on the oil bag so that the necessary, but not necessarily pretty, parts—things like the flasher, the battery, the ignition module, and the various switches and relays—are completely out of sight. To close off the top of this "electrical cavity" Mike welded a formed plate to the front of the rear fender. It sits down under the seat, doing double duty as a fender mount and top cover. When the plate is unbolted the whole fender lifts off. Mike also welded in extra supports inside the fender, building it strong enough to hold a passenger, but without any visible struts.

No surprise, the stripped-down orange rigid is a stone gas around town. Even with a mild build on its motor, this 525-pound bike is lightning quick. There just isn't much to it. And running 17 psi in the 180-series rear Avon there's a nice cush for comfort. Of course, riding any rigid takes a certain style, but get used to popping yourself up off the seat when you see a bump or a set of railroad tracks coming.

—*J.K.*

Owner: Tom Brown
City: Kirkland, Washington

General

Fabrication: Fast Co., Mike Bradshaw
Year/make: 1998 H-D
Model: custom rigid
Assembly: Fast Company
Chroming: Art Brass Plating
Polishing: Whetnall Polishing

Engine

Year/model: 1989 Evo (new cases)
Rebuilder: Fast Company
Ignition: Crane
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Teflon, .010-over
Cases: H-D
Heads: ported and flowed
Cam: Sifton
Carb(s): S&S E carb
Pipes: CCI Shotgun
Modifications: balancing by Fast Co., JIMS lifters, S&S air cleaner

Transmission

Year: 1997 H-D
Modifications: polished case

Paint

Molding: Custom Classic
Painter: Russ Foy
Color/type: Ultra Orange Pearl/ House Of Kolor

Frame

Year/type: 1998 rigid
Builder: Santee
Modifications: 33-degrees rake, 3-inch stretch

Accessories

Bars: Flanders
Handlebar controls: H-D
Fender(s): Jesse James
Headlight: Drag Specialties
Taillight: Rocky Mountain billet
Speedo: Drag Specialties, trip meter
Dash: Fast Company
Pegs: KüryAkyn
Foot controls: CCI, extended 3 inches
Electrics: 12-volt
Gas tank: CCI, Fast Company
Oil tank: CCI, Fast Company
Oil system: H-D
Seat: High End Products
Mirrors: Ness
Grips: Ness

Forks

Type: 39mm
Builder: H-D
Modifications: chromed lowers

Wheels

Front

Type: Custom Chrome, Inc.
Size: 19-inch
Tire: Avon
Brake: H-D

Rear

Type: Custom Chrome, Inc.
Size: 16-inch
Tire: Avon

Photos: Dave Gleason

Why is there so much violence and foul language when you're watching TV?

'Cause the ol' lady just won't leave the remote control alone.

Tony
Huntsville, Texas

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

State ABATE Rally
Date: July 1-4
Info: (907) 566-3332

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Redwood Run
Date: June 11-13
Info (707) 247-3424

Mountain House BBQ
Date: June 13
Info: Mike (510) 317-8220

Rip's BAD Ride
Date: June 13
Info: Lori Stevens (323) 966-2890, ext. 314

Steel-N-Skin
Date: June 19-20
Place: San Diego Convention Center
Info: (888) 432-1530

Vintage Races/Show
Date: June 26-27
Place: Ventura
Info: (805) 650-6777

Hollister Classic
Date: July 1-4
Info: (408) 634-1354

Bros. of Third Wheel July 4th Weekend Campout
Date: July 2-5
Info: (707) 965-3209

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Rocky Mtn. Ink & Iron
Date: June 19-20
Place: Castle Rock
Info: (303) 227-0987

AHDRA Rocky Mountain Nitro Nationals
Date: June 26-27
Place: Bandimere Speedway, Denver
Info: (719) 636-3682, www.ahdra.com

CONNECTICUT
Conn. Motorcycle Riders Association
Info: (860) 588-6666

Bridgeport Motorcycle Association Poker Run
Date: June 6
Place: Bridgeport H-D
Info: (203) 271-1899

Hat City Riders Annual Turkey Pig Roast
Date: June 13
Place: Marcus Dairy to Warren Woods
Info: (203) 792-9139

CMRA Poker Run
Date: June 13
Place: Doc's, Waterbury
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Kent County Poker Run
Date: June 12
Info: (302) 731-0455

New Castle Poker Run
Date: June 27
Info: (302) 731-0455

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Biker Bash at the Beach
Date: July 3-4
Place: Miami Beach
Info: (954) 382-6224

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 10 Hog Farm Party
Date: June 4-6
Info: (912) 374-6256

Atlanta Ride For Kids
Date: June 6
Info: (800) 253-6530

Dist. 1 Iron Horse Rodeo
Date: June 12-13
Info: (706) 226-7648

Dist. 3 Summer Blast
Date: June 25-27
Info: (770) 442-1780

Dist. 8 Party/Poker Run
Date: June 26
Info: (706) 736-1350

HAWAII
Street Bikers United of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for MC Safety
Info: (208) 345-6231

H.O.G. Weiser Rodeo
Date: June 26
Info: (208) 345-6231

ABATE Rodeo
Date: July 3-5
Place: Mackey
Info: (208) 345-6231; ironhors@primenet.com

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Peo-Taz Cornbelt Shuffle
Date: June 4-6
Info: (309) 343-6588

HOGROCK River Rally
Date: June 11-13
Info: (618) 647-2549

Starved Rock Ride
Date: June 13
Info: (309) 343-6588

World of MotorSports Summer Nostalgia Nat'ls
Date: June 19-20
Place: St. Charles
Info: (815) 648-1412

ABATE State Party
Date: June 25-27
Info: (309) 343-6588

Piasa Gateway Poker Run
Date: July 4
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Reg. 1 Spring Break
Date: June 4
Place: St. Joseph County
Info: (219) 223-8883

Reg. 13 Gonads-Go-Mad
Date: June 4
Place: St. Joseph
Info: (812) 886-6943

Reg. 2 Ultimate Bike Show
Date: June 4-6
Place: Porter County
Info: (219) 759-5193

Reg. 7 Poker Run/ Mayor's Ride
Date: June 5
Place: Jennings County
Info: (812) 522-5988

Reg. 11 Roast & Ride
Date: June 5
Place: Hancock County
Info: (317) 784-2469

Reg. 0 Mayor's Ride
Date: June 6
Info: (219) 456-7218

Reg. 0 Bike Pulls
Date: June 11
Info: (219) 456-7218

Reg. 3 Hog Roast
Date: June 11
Place: Grant County
Info: (765) 628-7446

Reg. 6 Picnic
Date: June 11
Place: Greene County
Info: (812) 336-6840

Poker Run/Pool Tourney
Date: June 12
Info: (765) 448-2765

Reg. 9 Memorial Run
Date: June 12
Info: (812) 424-7014

Reg. 3 Hog Roast Weekend
Date: June 12-13
Place: Grant County
Info: (317) 422-8040

Reg. 1 Party Lite Jam
Date: June 18
Info: (219) 223-8883

ABATE Miracle Ride
Date: June 19
Info: (219) 456-7218

Reg. 2 Mystery Event
Date: June 19
Place: LaPorte County
Info: (219) 759-5193

Reg. 7 Bike Show/ Poker Run
Date: June 19
Place: Ripley County
Info: (821) 522-5988

Reg. 10 Poker Run
Date: June 19
Place: Spencer/Perry Co.
Info: (812) 295-3849

Reg. 11 Family Campout
Date: June 19
Place: Shelby County
Info: (317) 784-2469

Reg. 6 Blood Drive & Hog Roast
Date: June 25
Place: Putnam County
Info: (812) 336-6840

Reg. 9 Pappy Carver Run
Date: June 25
Info: (812) 752-7292

Reg. 9 June Bug Jam
Date: June 25
Info: (317) 422-8040

Reg. 0 Christmas-In-June
Date: June 26
Place: Adams County
Info: (219) 456-7218

Reg. 2 Summer Madness
Date: June 26
Place: Lake County
Info: (219) 759-5193

Reg. 3 Freedom Ride: in Memory of POW/MIAs
Date: June 26
Info: (765) 628-7446

Reg. 4 Robin Carter Memorial Ride
Date: June 26
Place: Montgomery
Info: (765) 448-2765

Reg. 7 Freedom Run
Date: June 26
Info: (812) 522-5988

Reg. 3 Freedom Run/Concert
Date: June 26
Info: (317) 422-8040

Reg. 2 Lincoln Daze
Date: June 27
Info: (219) 759-5193

Reg. 8 Family Day
Date: June 28
Info: (812) 424-7014

Reg. 1 Hog Waller
Date: July 2
Info: (219) 759-5193

Reg. 11 Big Bang
Date: July 2
Info: (317) 784-2469

IOWA
ABATE of Iowa
Info: (515) 858-5001

Anamosa Hillclimb
Date: June 6
Info: (319) 462-6011

Omaha Area Charity Run
Date: June 19
Info: (515) 858-5001

Humboldt Freedom Rally
Date: July 1-3
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

BBQ/Bike Show
Date: June 5
Info: (800) 657-5793

Dist. 15 Annual Bash
Date: June 11-13
Info: (800) 657-5763

Dist. 2 Poker Run
Date: June 19
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

Trike-In
Date: June 11-13
Place: Franklin
Info: Charlie (502) 969-7503, Randy (502) 622-5051

American Federation of Riders Spring Poker Run
Date: June 11-13
Place: American Legion, Harrison, to Lawrenceburg Speedway
Info: (513) 661-6080

Fleming Co. Hog Roast
Date: June 12
Info: (606) 876-3074

HogFest '99
Date: June 26
Place: Coyote's Music & Dance Hall, Ft. Mitchell
Info: (800) 68-CYCLE

KMA/KBA Jesse James Bluff Boogie
Date: July 2-4
Place: Thunderbowl Speedway, Glencoe
Info: (606) 261-9244

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

ABATE Weekend Retreat
Date: June 4-6
Info: (800) 393-5966

Summer Heat Poker Run
Date: June 13
Info: (888) 892-2669

Father's Day Poker Run
Date: June 19
Info: (800) 431-7231

Capital Area Chapter Poker Run/Cookout
Date: June 20
Info: (800) 969-3541

MAINE
United Bikers of Maine
Info: (207) 884-6284

UBM Island Run
Date: June 5
Info: Ben (207) 469-6052

UBM Mystery Ride
Date: June 5
Info: (207) 854-5186

UBM Poker Run
Date: June 6
Place: Farmington
Info: (207) 779-0979

UBM County Party
Date: July 3
Place: Athens
Info: (207) 474-8540

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

ABATE State Party
Date: June 11-13
Info: (410) 263-9185

1999 Md./Del. State H.O.G. Rally
Date: June 24-27
Place: WISP Resort and Conf. Center, Deep Creek Lake, McHenry
Info: (410) 956-8HOG; www.delanet.com/~ab-group

Frederick Co. Poker Run
Date: June 27
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

Jane Salsbury Mem. Run
Date: June 13-14
Place: American H-D, Leominster, to Siama Park, Fitchburg
Info: Phil (978) 597-6618

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Reg. 7 Evergreen Park Benefit
Date: June 11-13
Info: (517) 673-4743

Iron Coffins Summer Bash
Date: June 11
Place: Monroe
Info: (616) 964-2947

Bikefest '99
Date: June 12-13
Place: Easyriders Detroit
Info: (810) 783-7300

Reg. 21 Summerfest Bike Show
Date: June 13
Info: Bob (517) 773-4509

ABATE State Field Meet
Date: June 18-20
Info: (810) 949-7146

Harley Drags
Date: June 26-27
Place: Ubly Dragway
Info: (810) 783-7300

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Association
Info: (612) 541-1704

Freedom Riders Pow Wow Daze
Date: June 18-19
Place: Franz Park
Info: (507) 831-5504

Kettle River '99 Party
Date: June 19
Info: Shawna (218) 273-4214, Tina (218) 273-4221

Heart O' Lakes Fun Run
Date: June 19
Place: Detroit Lakes
Info: (218) 847-3119

St. Paul Ride For Kids
Date: June 27
Info: (800) 253-6530

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE
Run What Ya Brung, 1/8-mile Drags ($10,000 purse)
Date: June 13
Place: Kansas City Int'l Raceway
Info: (816) 231-7748

FORR Local 4 Poker Run
Date: June 18-20
Place: Columbia
Info: (573) 474-0983; PkMe@aol.com

FORR Buckhorn Blast
Date: July 2-4
Info: (573) 774-3943

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Dist. 11 Spring Bash
Date: June 11-13
Place: Dubois
Info: (402) 274-3960

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Assn. of Concerned Motorcyclists
Info: (702) 870-6121

ABATE Rodeo/Bike Show
Date: June 16
Info: (775) 635-3411

ABATE Valmy Chapter Memorial Run
Date: June 19
Place: Battle Mountain to Austin
Info: (775) 635-3411

Easyriders Reno Anniversary Party
Date: June 19
Info: (775) 322-2250

ABATE NW Chapter Run to the Fun Rodeo Campout
Date: June 26
Place: Rye Patch Reservoir
Info: (775) 623-2160

NEW HAMPSHIRE

N.H. Motorcyclists Rights Assoc.
Info: (603) 627-3528

Laconia Rally & Races
Date: June 13-20
Info: (603) 366-2000; www.laconiamcweek.com

NEW JERSEY

United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO

ABATE of New Mexico
Info: (505) 585-9789

East Plains Bike Show
Date: June 12
Info: (505) 585-9789

1st Mountain Chapter Run to Red Canyon
Date: June 12-13
Info: (505) 832-9450

Clovis Music Festival
Date: June 19-20
Info: (505) 585-9789

Tres Rios Memorial Run to Grand Junction, Colo.
Date: June 26-27
Info: (505) 585-9789

Big "D's" Last Recognized Birthday Party
Date: July 4
Place: Escabosa
Info: (505) 585-9789

NEW YORK

ABATE of New York
Info: (607) 387-3433

Oneida Helmet Run
Date: June 5
Info: Jim (315) 831-5726

Bikers Against Breast Cancer VI, guided tour of New York City
Date: June 6
Place: H-D of NYC
Info: Diane Colonna (718) 263-2224

Oswego Family Picnic
Date: June 12
Info: Don (315) 342-9671

Utica Ride For Kids
Date: June 13
Info: (800) 253-6530

Montauk Invasion Run
Date: June 13
Place: Elks Lodge, Riverhead
Info: (516) 369-5554

Monroe ABATE Flag Day Freedom Rally
Date: June 14
Info: (716) 234-0895

Kirkwood Kid's Benefit Run
Date: June 19
Info: (607) 648-9335

Steuben ABATE Bike Weekend
Date: June 19
Place: Main St., Hornell
Info: (607) 295-7991

Father's Day Dice Run
Date: June 20
Place: Rookies, Lockport
Info: Ken (716) 735-7734

Harley Rendezvous
Date: June 25-27
Place: Pattersonville
Info: (518) 864-5659

Columbia ABATE 50/50 Poker Run
Date: June 26
Info: (518) 851-7635

Rock Jamboree/Bike Show
Date: June 27
Place: Apple Grove Inn, Medina
Info: (716) 798-3558

Evolution Revolution
Date: July 3-4
Place: Middleport
Info: (716) 735-7734

NORTH CAROLINA

Concerned Bikers Assn.
Info: (910) 866-5434

June Jam Show & Swap
Date: June 5-6
Place: Rowan Co. Fairgrounds, Salisbury
Info: Terry (704) 889-4389, Rick (704) 455-6245

Scooter Tramps Party
Date: June 6
Place: Asheville
Info: (828) 298-6161; vamartha@aol.com

Raleigh CBA/ABATE Ronald McDonald House Poker Run
Date: June 12
Info: Carl (919) 639-3158

CBA/ABATE Blue Memorial Poker Run
Date: June 12
Info: Tracy (910) 842-8855

Easyriders Rock-N-Blues Festival
Date: June 18-20
Place: Charlotte
Info: (800) 962-9857

Buncombe Co. CBA Hot Springs Bike Weekend
Date: June 25-27
Info: Lee (828) 658-3561, Richard (828) 649) 2950.

Ride For Kids
Date: June 26
Place: Asheville
Info: (800) 253-6530

Plum Krazy & Easyriders Greensboro's Annual Birthday Bash
Date: July 7
Info: (336) 292-4262

NORTH DAKOTA

ABATE of North Dakota
Info: (701) 223-5609

Independent Bikers "Unauthorized" MDA Run
Date: June 5
Place: Fargo
Info: Ken (701) 232-8079

Menoken Grove Rally
Date: June 11-13
Info: (701) 223-5609

Dakota Riders Hillclimb
Date: June 19-20
Place: Valley City
Info: (701) 282-5889

Roughriders MC Hog Roast & Party
Date: June 25-26
Place: Hanover
Info: (701) 223-5609

Prometheus MC Zoo Run & Party
Date: June 25-27
Place: Wahpeton
Info: (218) 233-6969

Rock In The Hills
Date: June 25-27
Place: Bottineau
Info: (701) 223-5609

OHIO

ABATE of Ohio
Info: (800) 252-4537

Reg. 10 Skull & Bones Run
Date: June 6
Info: (800) 252-4537

AHDRA Races
Date: June 6
Place: Norwalk
Info: (336) 924-2095; www.ahdra.com

Reg. 6 Bike Show
Date: June 12
Info: (800) 252-4537

Reg. 1 Road Rally
Date: June 13
Info: (440) 298-3352

ABATE/CMRO Reg. 13 Rock & Ride Run
Date: June 20
Info: (440) 298-3352

ABATE June Jam
Date: June 25-27
Place: Top of Cave Campground, near Hocking Hills State Park
Info: (800) 25-BIKER

Easyriders Rock-N-Blues Festival
Date: June 25-27
Place: Medina
Info: (800) 962-9857

Doc's Deepwood Run
Date: June 27
Info: (440) 918-5064

Annual Trike-In
Date: July 2-5
Info: (316) 839-2696

ABATE/CMRO Freedom Rally
Date: July 2-4
Info: (440) 298-3352

OKLAHOMA

ABATE of Oklahoma
Info: (918) 836-9559

OREGON

ABATE of Oregon
Info: (503) 285-4329

Central Oregon Poker Run
Date: June 12
Info: Jay (541) 389-6773

H.O.G. Iron Horse Rodeo
Date: June 24-27
Place: Lake Selmac, 25 miles west of Grant's Pass
Info: (541) 855-7345

POW/MIA National Awareness Day Parade
Date: July 4
Place: Klamath Falls
Info: (541) 884-5193; klamcham@cdsnet.net

PENNSYLVANIA

ABATE of Pennsylvania
Info: (717) 234-3777

Trexlertown Swap Meet/Bike Show
Date: June 5
Info: (610) 767-6893

Schuylkill ABATE Poker Run
Date: June 5
Info: (570) 943-2954

ABATE State Party
Date: June 18-20
Place: Hazen
Info: (717) 234-3777

RHODE ISLAND

R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA

ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA

ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE

CMT/ABATE of Tenn.
Info: (615) 883-5024

CMT/ABATE Rodeo
Date: June 11-13
Info: (615) 907-0304

CMT/ABATE Rodeo
Date: June 25-27
Info: (615) 907-0304

CMT/ABATE Smith/Wilson Poker Run
Date: July 3
Info: (615) 907-0304

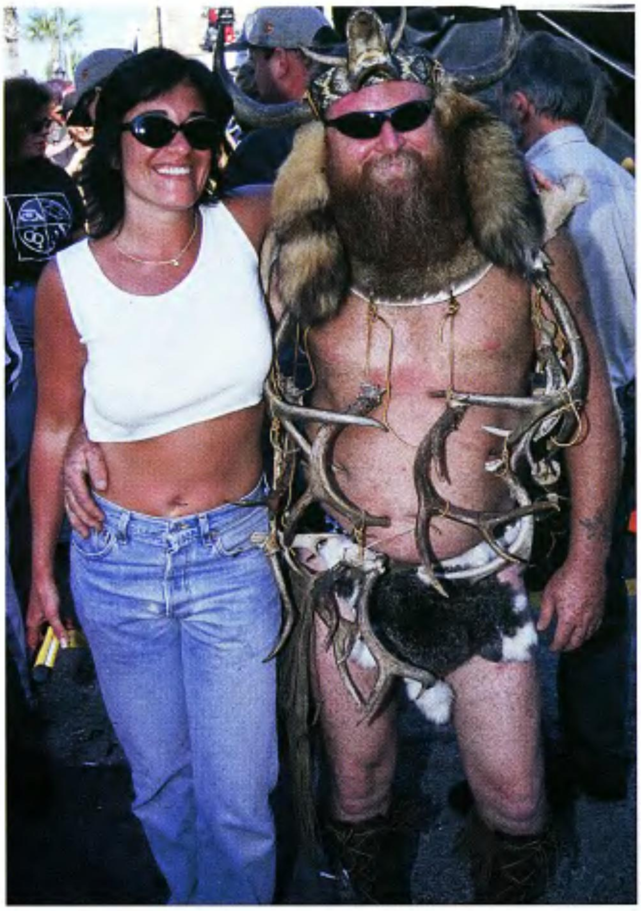

Photo: Pam Proctor

TEXAS

ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

UTAH

ABATE of Utah
Info: (801) 627-1117

Weber Chapter June Jam
Date: June 18-20
Info: (801) 627-1117; www.inqvo.net/nslink/

Old Fashioned 4th of July Picnic
Date: July 3-5
Place: Barbary Coast, Salt Lake City
Info: (801) 265-9889.

VERMONT

Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA

ABATE of Virginia
Info: (804) 846-8810

ABATE State Rally
Date: June 25-27
Info: (703) 321-0714; www.erols.com/ingerski/abate.html

WASHINGTON

ABATE of Washington
Info: (425) 643-9675

ABATE Spring Opener
Date: June 17-20
Info: Jay (509) 894-4871

Clayton Memorial Run & Tribute to Brothers & Sisters Lost
Date: June 26
Info: Astro (253) 531-2909 Bob (253) 862-0323; mailman@seanet.com

WASHINGTON, D.C.

ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA

ABATE of West Virginia
Info: (304) 547-5495

Coal Festival Bike Show
Date: June 19
Info: (304) 752-5032, (304) 855-9394

WISCONSIN

ABATE of Wisconsin
Info: (715) 284-7415

Biker Memorial Poker Run, 70 stops
Date: June 1-26
Place: from Hilltop Bar in Woodville
Info: Al (715) 425-6584, Hilltop (715) 698-2907

Region 2E Party
Date: June 12
Place: Tweety's
Info: PR (920) 733-7754

WYOMING

Wyoming Assn. of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

ABATE Meet in the Middle BBQ/Rodeo
Date: June 19-20
Place: City Park, Wheatland
Info: Phil (307) 532-8352

V-Days Motorcycle Meet
Date: June 22-25
Place: Laramie
Info: (307) 742-5258

State H.O.G. Rally
Date: June 25-27
Place: Thermopolis
Info: Phil (307) 532-8352

ABATE Albany Co. Nut Run to Severance
Date: June 26
Place: Laramie
Info: (307) 742-5258

Ladies Over The Top Run (Ladies Only)
Date: June 26
Place: Cheyenne
Info: (307) 532-8352

NATIONAL

American Motorcyclists Association (AMA)
Info: (614) 891-2425; www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983; www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA

British Columbia Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE

Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Bobba Weegee Squid Toss and Sponge-o-rama
Date: When it'sa HOT
Place: Inna beach
Info: Who's Gonna Make It

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; Web site: www.easyriders.com

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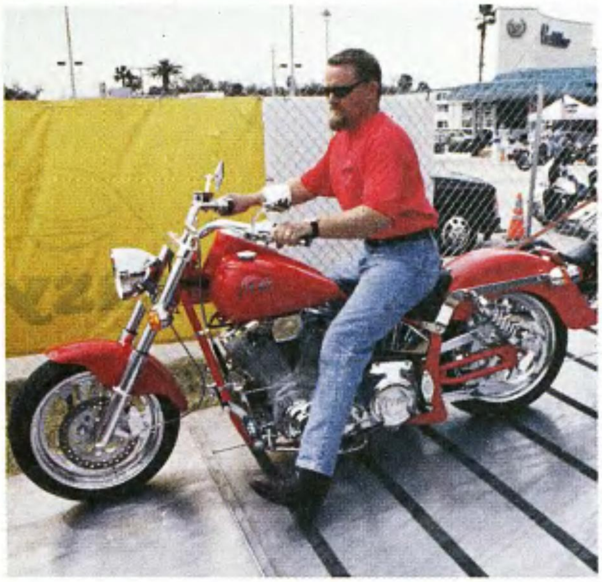
headline story of the month

Titan That Wallet!

The New $19,995 Titan Phoenix Series

Daytona Beach '99 was the usual blend of hot-oiled bodies and cool customs surrounded by over-priced drinks. But prices were coming down over at the Easyriders Pavilion on Beach Street. Titan Motorcycle Company showed off its new economy line called the Phoenix Series. The four bike models have all the bad-ass style and quality of a Titan for thousands less than other Titan models. Coming in at a suggested retail price of $19,995, these scoots made those high-priced drinks on Main Street a little easier to swallow. *—Dave Nichols*



Photos: Michael Lichter

industry news

Victory ships 1,500th bike

Within six months from the start of production, Victory motorcycles celebrated the shipping of its 1,500th motorcycle, including CARB-certified "California bikes," whose emission standards comply with the strict standards set by the California Air Resources Board. Many bikers turned out at Daytona Bike Week to test ride a new Victory and gave the bike by Polaris Industries a big thumbs-up. To find a Victory dealer near you, check the Internet at www.victory-usa.com.

—Mark Petterson

of special interest

Moto-music

Win a Fender... guitar, that is

We are proud to announce that Easyriders and Fender Guitar will be giving away three Easyriders signature-series guitars at our Ride-In Bike-N-Blues Festivals around the country this year. A special Ring Toss Game will be prominent at all our events. Just sign up, give that ring a toss, and get entered to win one of these $1,500 Fender American Standard Stratocasters for your very own. Yep, these are the guitars of the gods of rock 'n' roll and one could be yours just for attending our Easyriders Bike-N-Blues Festivals. Look for this and other mind-blowing surprises at our Festivals coming soon!

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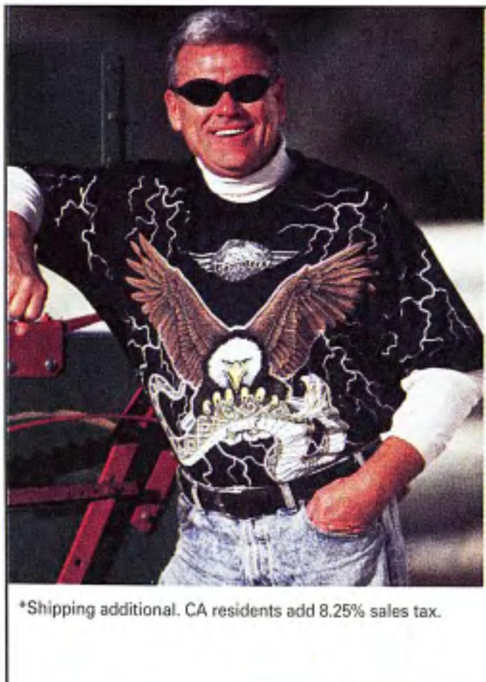

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gossip

AMA's Youngblood resigns

The AMA's Ed Youngblood has stepped down as president after holding that office for 18 years. He announced his decision to the AMA Board of Trustees during its February meeting. Choosing a new leader for the AMA won't be an easy task. In the meantime, the staff of Easyriders sincerely wishes Ed and his family the best of luck in their future endeavors. *—Twiggy*

industry news

Eller designing second bike

In spite of losing its five-year court battle to purchase the Indian motorcycle trademark, Eller Industries continues to race toward production of a full line of American-made heavyweight motorcycles, according to President Leonard S. "Lonnie" Labriola. Key team members include Robert Lutz, retired chairman of Chrysler Corp., and prototype designer James Parker. Apparently there exists a community of motorcycle enthusiasts who have one clear message for Eller's motorcycle development efforts: "We don't care what you call it ... just build it!"

—Mark Petterson

legislation

L.A. opens HOV lanes

Thanks to the work of ABATE of Louisiana member Ken Behr, the Louisiana Department of Transportation, Crescent City Connection, has revised its administrative rule and will now allow motorcycles the use of the High Occupancy Vehicle (HOV) lanes on the Greater New Orleans (GNO) Bridge. Behr advised Executive Director Alan LeVasseur that President Clinton signed TEA-21 into law last year, which in part gives motorcycles access to all federally funded roads. "Reversing the administrative decision regarding the HOV lanes promptly is not only federal law, it is fair," said Behr. "I hope that this is the beginning of a framework of communications between the Crescent City Connection and motorcyclists."

—ABATE of Louisiana

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short strokes

Daytona '99

There I was in the midst of 400,000 of my closest pards, the sun was blistering my forehead, and the sea of chrome caused my feeble eyes to squint. The women were fine, the air clear, and if you could find a break in the traffic there were new bikes to ride. Remember when the only bikes you saw on Main were Harleys? That was but a handful of years ago. Now, if you were lucky enough to dance the sandy Daytona gig, you'd be confronted with Victory motorcycles, Excelsior-Hendersons, Big Dogs, Indians, CMC bikes, American Eagles, American Iron Horses, Confederates, Buells, and a growing number of metric cruisers. Plus the number of custom bike builders has gone right through the ceiling above the paint booth. Life is a myriad of candy-colored variations. ***Let's get to the news:*** Victory motorcycles by Polaris held its first ever Victory ride away from the speedway and north along the coast for 100 miles. Donnie Smith, Arlen Ness, and I rode along. I was immediately impressed by the substantial number of ***Victory riding owners*** who came along, considering that the company produced only 1,000 in its first year. Almost 10 percent of those owners attended this ride. We had a great time, and the bikes performed well. Watch for a road test and a complete custom Victory coming soon...Now, for an in-house, personal plug. ***We are relaunching our tech bible, Quick Throttle.*** Check it out. If you're in need of tech information, that's the book. If you don't find what you want in its greasy pages, let us know and I'll send the editors back into the garage...Laws are now out of control—literally. In many cases *you* can't drop the charges if you wanted to. Here's the grizzly tale. Cops in Miami ***arrested a 10-year-old,*** handcuffed him, and put him in the slammer. He was in a duke-out with his folks in a restaurant and kicked his mom. A waitress saw the incident and ratted him off to the cops. They arrested the rugrat and he spent the night behind bars. State law on domestic violence mandates arrest. If the officers hadn't cuffed the kid, they would have been subject to legal action...The maker of the ***anti-impotence drug Viagra***

is being sued for $110 million by a man who claims he crashed his car after seeing blue lightning shoot out of his fingertips. It might be good for something besides sex...In another couple of weeks I will be the proud owner of an ***Excelsior-Henderson.*** Sure, it's the first model from a new manufacturer and thereby a completely collectible motorcycle. Will that stop me from modifying it—no way. First the sheet metal will be removed (I'll try to save it though), then I'll stand back with Marty Ruthman, ruthless customizer and owner of Hi-Tech Custom Motorcycles in Van Nuys, California, and we'll debate the options. I plan to ride the final creation to Sturgis this year, so we'd better get started. Watch the progress right here on these pages...Here's a first for my bloodshot eyes: ***There's a tour to Sturgis*** that includes flights to the bustling Badlands, shipping your putt, ground transportation to your humble abode (to meet your equally humble ride), seven nights at the Cedar Pass Lodge and the Golden Hills Resort, and meals—eight breakfasts, four dinners, and one lunch (starve the rest of the time or drink your meals). Gas for your putt is included, in addition to a number of site-seeing tours including Devil's Tower, Custer's Wildlife Loop and National Park, Mt. Rushmore, the Crazy Horse monument, and wrangling the roads of the Badlands National Park. All this and more for the rider who hasn't endured the Fireside Lounge on his own. Call (413) 736-7711...Here are some excerpts from a Connecticut Motorcycle Rights Association editorial: "I figured I might as well further the ongoing drag pipe controversy, since every other Harley these days seems to have them. I like the ***bark of a Harley with drag pipes,*** but I don't like 'em blasting past my window at full throttle in 2nd gear when I'm driving my cage...'Loud pipes save lives' is just an excuse. If it pisses me off, imagine the reaction of a non-rider, who probably muses, 'Why can't our lawmakers put a stop to this?'" Well, whatta ya think? I'd give ya my astute opinion, but I'm too busy altering my exhaust and blowing out the neighbors' windows to think about it...Well, that's all I have right now. A new bike is heading my way and a new adventure is just around the bend. So life ain't bad, ain't bad at all. Ride forever.

—*K. Randall Ball*

hall of fame

Senator F. Joseph Loeper

Photo: PCOM

Senator F. Joseph Loeper (R-26), the Honorable Pennsylvania Senate Majority Leader (shown above, center) was recently presented with a Life Membership award from the Pennsylvania Coalition of Motorcyclists (PCOM).

Loeper, a longtime friend of Pennsylvania motorcyclists, especially in his home county, has steadfastly supported our legislative efforts for no less than seven years now.

As a co-sponsor of our helmet law modification bill for over five years, Loeper's been a driving force in the constitutional issues addressed by Delaware County bikers. Senator Loeper is also a supportive friend of Bikers Against Child Abuse (BACA), and at the same time demonstrates his genuine concern for his constituents while on the floor of the Pennsylvania Senate.

More importantly, Loeper also took the time to look long and hard at the phony, over-inflated statistics produced by both the insurance and medical industries of Pa., whose only goal (like NHTSA's agenda), is to keep the adult helmet law in effect. He immediately placed his name on the bill to modify our adult helmet law.

Therefore, we feel the work done and attention given to motorcyclists here in Pennsylvania by Senator Loeper deserves no less than the Life Membership he's chosen to accept in our MRO.

Congratulations, Senator Loeper, for a job well done. We look forward to working with you not only in the present, but in the future as well!

—*Michael J. "Rocky" Gambale*

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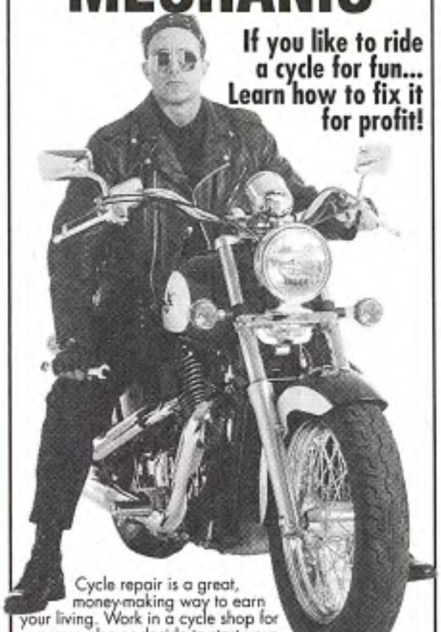

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events

MRF Meeting Of The Minds

Hosted by ABATE of Colorado, the MRF's 15th Annual Meeting of the Minds Conference will take place on September 23-25, 1999, in Denver. For room reservations contact the Renaissance Denver, 3801 Quebec St., Denver, CO 80207; (303) 399-7500. Mention MOTM or MRF for the special room rate of $59 single/double.

For transportation to and from Denver International Airport, the Renaissance provides its own shuttle service for $10 each way. However, ABATE of Colorado will also be providing transportation to and from the airport. As soon as you know your flight date and time, call the ABATE office at (303) 399-4779 or contact ABATE at (www.abateofcolo.org) or (dlcraig@sprynet.com). See you there.

—Twiggy

helmet updates

Progress in Missouri and Nevada

Freedom Of Road Riders (FORR) of Missouri has obtained four sponsors and 13 co-sponsors for HB-184, which would modify the existing helmet statute allowing adults 21 and over to decide for themselves whether or not to wear a helmet. A similar bill passed Missouri's House of Representatives in the 1998 legislative session but was stalled in the Senate behind an 11th-hour filibuster on an unrelated issue. Governor Mel Carnahan said he'll support the modification should it reach his desk.

Here's some good news from Nevada. A bill draft request has been submitted to the state assembly (BDR-43-469) by motorcycle-friendly Assemblyman Don Gustavson (R) of Sun Valley to eliminate the mandatory helmet requirement for all riders. He's elected to introduce this bill as a full repeal.

Thanks to the AMA's Terry Lee Cook for passing on this info. We wish both Missouri and Nevada the best of luck in regaining their freedom of choice.

—Twiggy

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Euro News

Honda vs. FEM

The Federation of European Motorcyclists (FEM) has complained to the European Commissioner for Consumer Affairs in reaction to Honda UK's threat to sue Britain's largest independent "Parallel" importers unless they stop selling Honda bikes. FEMA fears that Honda's actions could possibly lead to artificially inflated prices throughout the European Union (EU).

According to FEM, EU trademark rules are being used by Honda to establish a monopoly. Honda's already won two court cases against parallel importers in Belgium.

FEM believes parallel importers help keep motorcycle prices down. According to the rider's rights group, the opinion of the Swedish government, shared by the Netherlands and Great Britain, is that the economic aspects of parallel imports are advantages to consumers, and should not in any way be hindered.

In support, FEM claims that parallel imports to Norway dropped more than 10 percent when manufacturers began to lower prices. FEM says it will fight Honda's actions through the Trademarks Directive in Brussels.

legalese

Noise ordinance defeated

Another Court Victory

Powhatan County, Virginia Board of Supervisors voted "no" on an ordinance that would have banned the operation of three or more motorcycles, trail bikes, mopeds, or go-carts on property within 1,000 feet of any residence.

Powhatan County is largely rural and located about 20 miles west of Richmond. It is home to a number of riders who compete on the Hare Scramble circuit, including many other off-road circuits. Most enthusiasts are riding on farms and multi-acre tracts. As with many other rural areas in America, the face of this country is slowly changing from agriculture to suburban living.

As written, the ordinance would have required that all motorcycles, trail bikes, mopeds, or go-carts being operated anywhere in the county, be equipped with a muffler or other sound-dissipative device. According to the county attorney, this ordinance was specifically aimed at private property as well as roads and streets. Failure to follow this ordinance would have been punishable as a Class 1 misdemeanor, which carries a fine up to $1,000 and/or up to one year in jail.

The second part of the ordinance specifically prohibited the operation of three or more motorcycles, trail bikes, mopeds, minibikes, or go-carts on any property that is less than 1,000 feet from any residence. This part of the ordinance also carried the Class 1 misdemeanor penalty.

The board of supervisors hearing room was packed with people who ride. Attorney J. Thomas McGrath, founder of the Virginia Coalition of Motorcyclists, led the fight, arguing successfully that the ordinance would put undue burdens on the county and citizens who ride, exposing riders to criminal penalties.

of special interest

Scooter Self-Help

Recovery Alliance Raffle

Win a 1999 Harley-Davidson Dyna Wide Glide, featuring the new Twin Cam 88 engine! All you have to do is enter a raffle sponsored by The Recovery Alliance, Inc., a nonprofit organization that assists alcoholics and other people with obsessive-compulsive disorder. The drawing will be held Saturday, September 11, 1999, at The Quality Inn, Brattleboro, Vermont. Tickets can be purchased with a Mastercard or Visa by calling (800) 844-7227. Price is $5 per ticket (minimum order is five tickets). You need not be present to win. Proceeds will help The Recovery Alliance continue to hold open recovery meetings and other recovery services for anyone seeking help.

—*Twiggy*

investment news

Two-Wheeled Investor

The following is for information purposes and should not be considered a solicitation to buy or sell any security. Neither Easyriders, Inc., nor any other party guarantees its accuracy or makes warranties regarding results from its usage.

Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKER'S DREAM**	1997	3 1/16	04/22/99	9.21 - 2.50
EZR	**EASYRIDERS, INC.**	1998	1 9/16	04/22/99	4.25 - 1.12
BIGX	**EXCELSIOR-HENDERSON**	1996	6 5/16	04/22/99	11.00 - 5.25
HDI	**HARLEY-DAVIDSON**	1986	60 15/16	04/22/99	64.06 - 26.12
PII	**POLARIS/VICTORY**	1996	36 1/16	04/22/99	39.93 - 24.00
TMOT	**TITAN MOTORCYCLES**	1998	3 7/8	04/22/99	5.25 - 3.50

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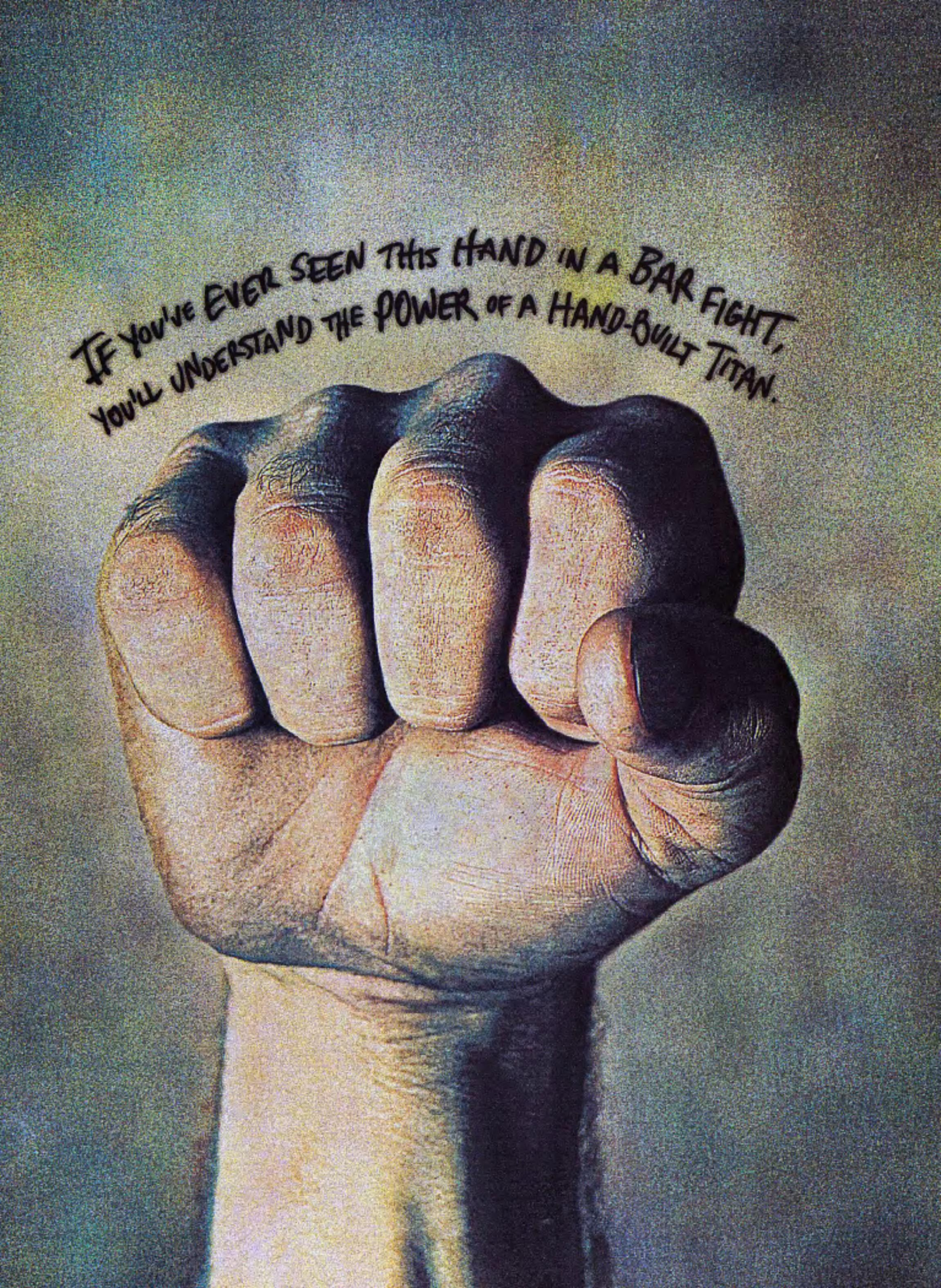
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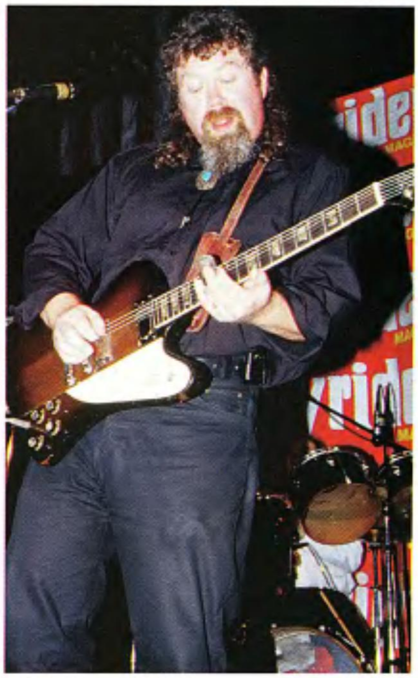
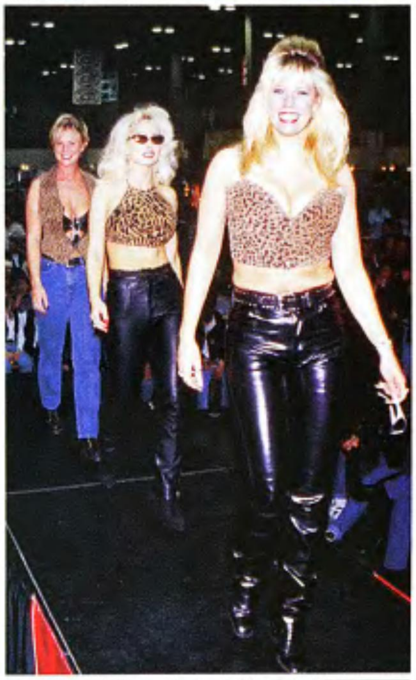


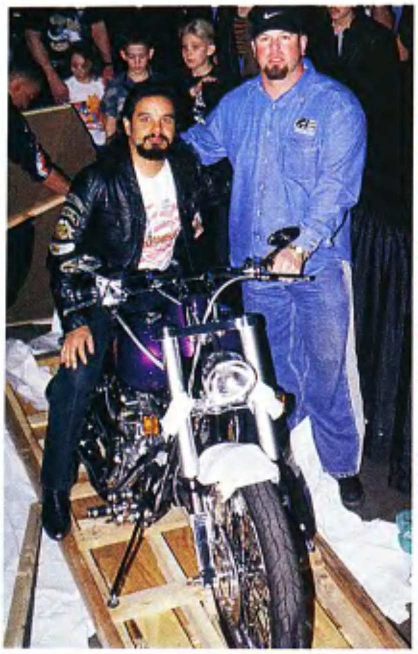
COLUMBUS On Ice
bikes, BLUES and tattoos

It promised to be a beautiful Valentine's Day weekend when the Easyriders crew descended upon Columbus, Ohio. Temperatures were in the balmy mid-70s and we already had visions of sitting poolside, being fanned by luscious bathing beauties, margaritas in our hands. The bike show, slated to open the following day, would no doubt be filled to the rafters with visitors dressed in shorts and Hawaiian shirts, their faces sunburned from riding in on their custom sleds, talking parrots on their feces-smeared shoulders. We looked forward to a veritable bike show in paradise as we drank another round of Jack to the heat wave. Then we saw the weather report later that same evening: temperatures were to drop by *50* degrees overnight, it was supposed to snow, and the roads were to be icy and dangerous. Yeah, and Santa's gonna come twice this year. Here, have another Jack, pal!

The next morning we were greeted by



Columbus in icy white. By the time we got to the Veterans Memorial Auditorium to open the doors for the vendors and bike exhibitors, we were frozen to our clipboards: It was 26 degrees in the shade and not a bikini in sight. But luckily, the locals were a lot smarter than our hungover selves and had prepared for such inclement weather. At 8 a.m. (ouch!), they were lined up around the corner, bundled up in their goin'-to-the-north-pole best and trying to get their scoots into the warm hall and their asses out of the freezing weather without being mauled by errant walrus and polar bear. Once inside the two exhibit halls, the frigid temps were quickly forgotten by the energetic pace and friendly smiles emanating from those putting on this annual motorcycle extravaganza—the Academy Awards of Bike Shows. 'Course, seeing Ms. Easyriders 1999, the lovely Mary Hazelwood of Baltimore, Maryland, get



Tattoo contest winners

BLACK & GREY
1st: Mona Jones, Hubbard, Ohio
2nd: J. Eberhard, Columbus, Ohio
3rd: Rico Cruz, Zanesville, Ohio

BEST LEG
1st: Melissa Vogler, Dayton, Ohio
2nd: Susan Chiappimi, Muncie, Indiana
3rd: Diane "Froggy" Brown, Ripley, Ohio

BEST SLEEVE
1st: Beverly Billings, Westland, Mich.
2nd: Sweet Al, Bossier City, La.
3rd: Jim Gump, Columbus, Ohio

BEST BACK
1st: Durb Morrison, Columbus, Ohio
2nd: Mike Runyon, Grove City, Ohio
3rd: James Grove, Sunbury, Ohio

BEST SMALL COLOR (LESS THAN 6")
1st: Christy Holt, Columbus, Ohio
2nd: Phil Holt, Columbus, Ohio
3rd: Kit Decker, Westminster, Md.

BEST LARGE COLOR (MORE THAN 6")
1st: Heidi Mueller, Clearwater, Fla.
2nd: John Bentley, Tipp City, Ohio
3rd: Nicole Rolett, Chillicothe, Ohio

BEST OVERALL
Male:
Garland Black, Brinswick, Ohio
Female:
Tammy Sauers, Gahana, Ohio

Photos: Chuck Emery, Kim Peterson, Billy Tinney

"dressed" for her daily duties at the Easyriders photo booth also warmed the cockles of many a working stiff's heart that morning (And as we all know, there's nothing like hot cockles). "It's so cold in here," she cooed oh-so innocently in her bikini, "you can see my headlights." Yeah, and the taillights weren't bad, either ... whatever that means.

Once the bikes were lovingly placed, the vendors unpacked, security at the ready, the fire marshal happy, the tattooists standing by in the tattoo alley, the stage prepared for the assault, and the ticket booths manned with our finest money-grabbers, the doors to the show opened promptly at 5 p.m. on Friday. Soon the halls were filled with the curious and the interested, the fans and the fanettes of motorcycledom. Up on stage, Sonny Moorman and his band pumped out the rock 'n' blues, while the crowd oohed and aahed before the icons they had come to admire: the custom creations of master bike builders from around the country, the cream of the crop of motorcycle creativity. This was the *big* one.

Many winning bikes from previous shows were on hand to be drooled over and to fight for the honors of being among the elite group of custom bikes chosen to be the best in the universe, their builders to be among the most gifted wrenches of ground-pounding sleds or restorers of antique marvels in the known universe (well, except for several small wet worlds in the Gama quadrant). As usual, the machines were divided into two major categories: Spectator and Judged classes, whereby the vast majority seemed to be in the Spectator Class, giving the awed public a hard nut to crack—who would be the best of the best? But the judges had no easy pickings, either, as the selection of bikes in this group was truly astounding (not to mention the fact that the rabid walrus and bear were waiting outside to devour any judge who faltered even ever-so-slightly from his duty).

Saturday proved to be the big whammy: The halls were brimming with people as soon as the doors opened at 10 a.m. In the main hall the sights, sounds, and smells of motorcycle mania enveloped the crowd in an all-out orgy of two-wheeled lust. Once again, Sonny Moorman and his band created

an indoor heat wave, which was enough to peel Mary out of her clothes once again and display her luscious, bikini-clad self (including headlights) to an eager public. As the camera clicked again and again, with Mary and some lucky guy linking limbs on our Captain America replica bike, how many men stood in line wishing they could be the bike's seat for just a minute or so?

The fashion show did its part to keep the crowd toasty as sexy models strutted around the stage in their Easyriders Roadware outfits, looking like they'd be able to melt fenders and frames with their hot buns. And things weren't about to cool down when the Calendar Girl contest got under way: Twelve gorgeous babes gyrated their way into the hearts (and pants) of the appreciative audience, until only the winner was left standing in all her glory. Check out this sultry redhead in the Easyriders 2,000 Calendar, together with a wicked Evo.

After a wild Saturday night, things relaxed a bit on Sunday (meaning the walrus and bear had given up and retreated to their frozen dens). In the tattoo hall, things got really colorful when the contest was kick-started and the contestants showed off their precious ink. Later that night at the Awards Ceremony, the slide show of winning bikes had the crowd on its feet. The winners not only got thunderous applause, but also hefty awards and trophies. By the time the trophies were handed out to all the winners, some two hours later, most folks were in a mellow, sated mood and gearing up for the long dog sled ride home.

Once again, Columbus was one for the books. Records were broken not only in terms of temperature drops, but also in attendance numbers and the all-around good attitude displayed by all. A special thanks goes out to ABATE of Ohio for their hard work in making the event secure, and to everyone involved in making this show one of the best ever. And, last, but not least, to Mary's headlights ...

—Kai Raecke

Columbus Bike Show winners list

SPECTATOR CLASS

INVITATIONAL

BEST OF SHOW

1st Place
Lou Bianculli
Ft. Lauderdale, Fla.
1998 Thunder Design Chopper

2nd Place
James Luker
Oklahoma, Okla.
1999 S&S Pro Chopper

3rd Place
Dale Montgomery
Brandon, Fla.
1999 Custom Chopper

EASYRIDERS

1st Place
Glenn Soled
Cincinnati, Ohio
1998 Ness-Tail Custom

2nd Place
Ron Lewis
Hyden, Ky.
1997 New Const. FXR

3rd Place
Woody Wright
Tyler, Texas
1998 Custom Rubbermount Softail

4th Place
Paul Lazar
Placerville, Calif.
1997 FXSTC

IN THE WIND

1st Place
Ron Seitz
Reynoldsburg, Ohio
1997 Shovelhead Chopper

2nd Place
John Plusa
Palatine, Ill.
1997 Shovelhead Chopper

3rd Place
Tony Canning
Dublin, Ireland
1998 Springer Softail

EARLY-RIDERS

1st Place
Phil Hoffman
Sandwich, Ill.
1962 FLH

2nd Place
Daniel Linde
Wrightwood, Calif.
1958 FLH Panhead

3rd Place
Chris Forst
Cedarburg, Wis.
1962 Sportster

QUICK THROTTLE

1st Place
Bill Heck
Rantoul, Ill.
1998 Custom Softail

2nd Place
Robert Gilliland
Minford, Ohio
1997 1200 Sportster

3rd Place
Keith Drum
Yorba Linda, Calif.
1998 Blown Custom Softail

BIKER

1st Place
Tom Engle
Dallas, Texas
1998 Custom Rigid

2nd Place
Gene Stivers
Seymour, Ind.
1994 Special Const. Shovelhead

3rd Place
Melvin Todd
Clovis, N.M.
1978 Custom Shovel

VQ

1st Place
Gene Hayes
Lugoff, S.C.
1998 Ness/Daytec Wide Tire Softail

2nd Place
Ron Kinross
Cincinnati, Ohio
1997 Street Dragster

3rd Place
Van Williams
St. Petersburg, Fla.
1997 Road King

Best Display
Kevin Erisman
Germantown, Ohio
1990 Softail Woody

PREVIEW

1st Place
Donny Loos
Miamitown, Ohio
1999 Panhead Chopper

2nd Place
Tim Vestring
Cincinnati, Ohio
1998 Boyce Pro-Street

3rd Place
Jerry Burrow
Crown Point, Ind.
1956 Panhead

4th Place
Scott Vestring
Cincinnati, Ohio
1947 WL

5th Place
Paul Herman
Hendersonville, Tenn.
1998 Chevy-Davidson

6th Place
Mark Rausch
Petoskey, Mich.
1991 1200 XL

7th Place
Tony Ward
Lancaster, Ohio
1994 Fat Boy

8th Place
Marty Wyant
Albany, Ohio
1948 Indian Roadmaster

9th Place
Mike Montgomery
Shelby, Ohio
1977 FLH

10th Place
Brian Hayes
Menomonee, Wis.
1998 Road King

11th Place
American Thunder
Columbus, Ohio
1999 American Thunder Custom

12th Place
Barry "Lumpy" O'Donnell
Jasonville, Ind.
1974 Low Rider

13th Place
John Mardis
North Bend, Ohio
1998 Custom Softail

14th Place
Bill McLaren
Montvale, Va.
1948 Flathead

15th Place
Sean Seth
Erie, Pa.
1996 Softail

Luster Award
Lee Dart
Candor, N.C.
1999 Special Construction Dyna/FXR

JUDGED

BEST OF SHOW

1st Place
Mike Pugliese
Staten Island, N.Y.
1999 Special Construction Scorpion

2nd Place
Wymond Walkem
Norval, Ontario
1936 Indian Chief

3rd Place
Keith Muller
Cumming, Ga.
1998 Bourget's Bike Works Python

RADICAL

1st Place
Ryan "Tank" Ewsichek
Aurora, Ohio
1999 Chopper

2nd Place
Dave Sickles
Columbus, Ohio
1999 Vision Craft Pro-4 Link

3rd Place
Bill Mikolajczyk
Mashpee, Mass.
1998 FXST

STREET

1st Place
Mike Crawford
Portsmouth, Ohio
1985 FXR

2nd Place
Lee Halverson
Mars, Pa.
1998 Custom Softail

3rd Place
Stylemaster
Mississauga, Ontario
1998 Special Const. Rolling Thunder Rigid

SPECIALTY

1st Place
Roger Long
Fishers, Ind.
1928 Indian Scout 101

2nd Place
Jon Hazelbaker
Columbus, Ohio
1997 Custom Chopper

3rd Place
Brian Brooks
Peru, Ind.
1998 Custom Panhead

SPORTSTER

1st Place
Dan Rognsvoog
Racine, Wis.
1979 Sportster

2nd Place
Lon Bender
Racine, Wis.
1977 Sportster

3rd Place
Matt Weerts
Waukesha, Wis.
1966 XLCH

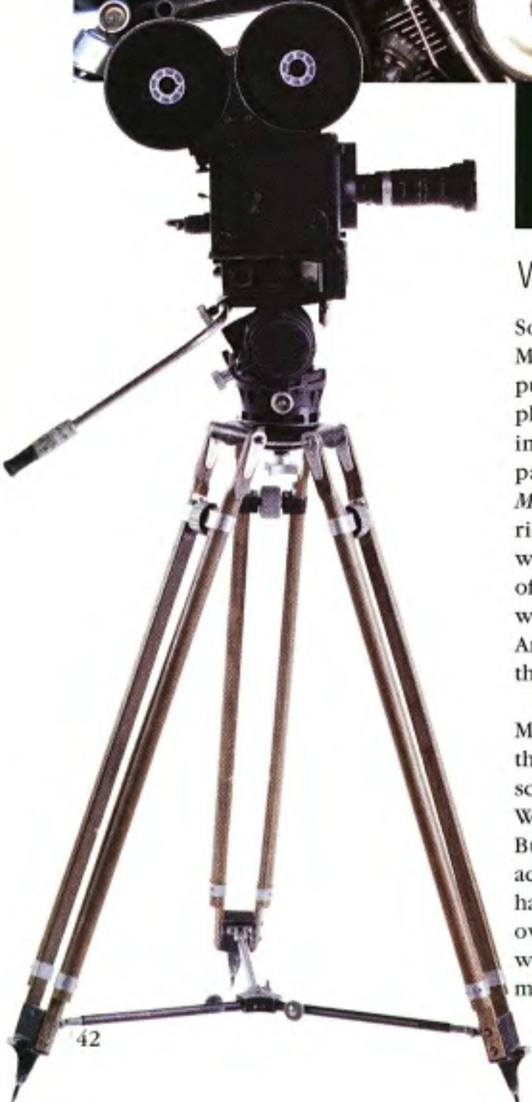
ANTIQUE

1st Place
Lee Hepplestone
Strongsville, Ohio
1947 Indian Chief

2nd Place
Bill Huykman
Newark, Ohio
1937 UL

3rd Place
DeJay Monson
Craig, NE
1942 WLA 45

Editor's Choice
Cyril Huze
Boca Raton, FL
1999 Spec. Cont. Rigid



Me&Will

WHERE THE ROAD'S THE THING ...

Somewhere between Los Angeles and Montana, via San Francisco, a miracle was pulled off. Several of them, actually, supplied by the universe, an uncompromising faith in a dream, and a few timely parking fairies. The collective result: *Me & Will*, a movie made by two Harley-ridin' women about two Harley-ridin' women who bust out of rehab in search of Captain America, the most famous red, white, and blue chopper on the planet. And as with all road trips, it's a journey that feeds your soul.

Seven years ago, Sherri Rose and Melissa Behr had no idea that one day they'd be seeing their names on the silver screen, preceded by the following titles: Written, produced, and directed by... But as two of the few women riders/actresses in Hollywood at the time, their hard-partyin' Venn diagram social circles overlapped, and a notion was born to write a semi-autobiographical road trip movie about two women searching for the two-wheeled voice of freedom. A few years of cleaner livin' later, they began walkin' their talk ...

For those readers unfamiliar with Hollywood, it's a snake pit. Plain and simple. For Sherri and Melissa to have accomplished their goal of making a movie they believed in is nothing—repeat, nothing—short of impossible. Out here in Los Angeles, everybody and their dog has an idea for a movie, anyone with voice mail and a P.O. Box in Beverly Hills is a producer, blue-eyed blondes grow on trees, and although nobody has a clue as to what will work, they live by the industry axiom that, "We'll know it when we hear it." Duhh.

It's a place where an executive will passionately declare in the middle of a pitch meeting about a family dog story, something absurd like, "Wait! Let's make the dog an unaware sentinel from another planet whose keenly developed sense of smell will ultimately detect where the

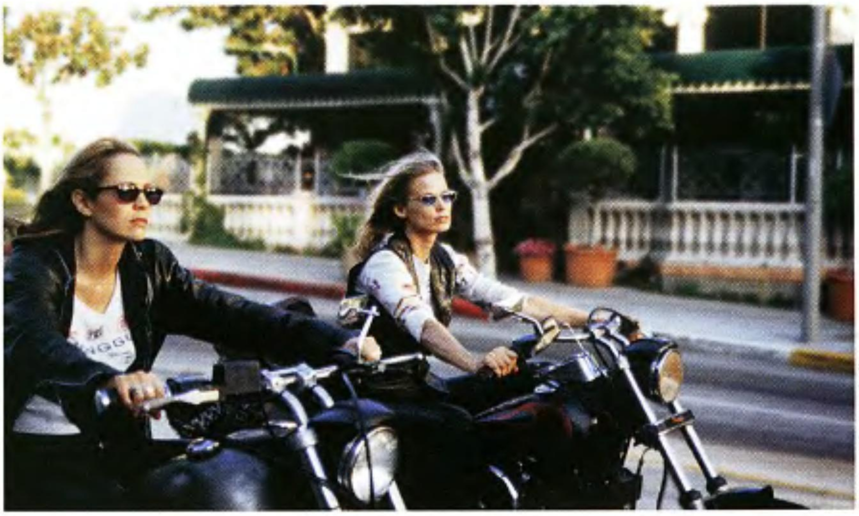
stolen plutonium is and save the day! This way, we can tap into the emerging pet owner/high-tech play toy science-fiction market! Jill, get me those latest numbers on video game sales, cross-checked against registered Akita owners ... "

Over the next four years, *Me & Will* encountered more than a few brilliant suggestions from such executives, all trying to justify their paycheck and get their fingers in the creative pie. Problem was, all they really wanted was the recipe, subject to lord knows what kind of absurd revisions; Sherri and Melissa wanted to be the cooks, retaining complete creative control, and therein lay the rub. First-timers just don't get to direct and star in the movies they write; hell, who's gonna give 'em the money to do it?

Finally, Sherri and Melissa just said, "To hell with it, we'll raise the money and do it ourselves." And did they ever.

Favors were called in from all over town, props were borrowed, services were donated, and faith was laid on the line more times than these two tenacious Harley women could count. Sherri stripped for Traci Lords to get her to play a waitress with attitude. Chuck "Hey, Jean-Claude, did that hurt?" Zito flew out on his own coin to appear in a cameo. Gil Monte gave the girls real matching neck tats (on the first day of shooting, and later in a cameo scene). Independent stars like Patrick Dempsey, Seymour Cassel, Steve Railsback, and Grace Zabriskie signed on for the heart and soul of it, and heavy-hitter M. Emmet Walsh closed the show with a glint in his eye that delivered the promise of the film's entire tone. Behind the scenes support and focus came from movie director Lee Tamahori (*Once Were Warriors, Mulholland Falls*), Jane Hamsher (an executive producer), Peter Fonda, and Dennis Hopper. And the unsung star, the Captain America chopper, was provided by builder Jim Leonard, who has never let anyone even think about ridin' his baby. 'Nuff said.

The main characters, heroin-addict Jane and heavy drinker Willsal (named after her hometown of Willsall, Montana), are not hard-hittin', gun-blazin', ass-kickin' man-haters on some sort of wacko rampage, laying waste to all in their path; they are ridin' women who definitely prefer men, who give a shit about protecting each other, who wrestle with immediate demons, and who sense that completing their journey will complete something in themselves. The road gives you time to think, and for some, those unresolved thoughts and secrets can kill you. Jane and Will discover the nature of those things along the way.



Photos: Markus Cuff

Me & Will's celluloid path was paved using '70s film stock to give it that time frame look; the house where Melissa grew up in was used as Will's house when they get to Montana; and, yes, both Will's dad and Melissa's really did shoot Beauford. You'll understand when you see it. Jane's truths are far more disturbing. The scenes between Jane and her father on the telephone, combined with flashback shots in the shower showing two pairs of feet (one pair uninvited), lend insight to the character's experience with heroin addiction.

Me & Will was recently picked up to be included in the Sundance Channel's *She Said Cinema* special, focusing on over 20 filmmakers from 10 countries. Do the math; figure the odds. Now distribution pacts are happening left and right, with deal-closing phone numbers being scribbled on Thai restaurant tablecloths. What was once a mere notion has accelerated into a blinding blur, with Sherri's '89 Sportster and Melissa's '81 Sturgis Limited Edition never having looked better.

"Whenever you dedicate your life to an idea, the universe will start working with you toward that goal," Sherri commented during the interview dinner.

"... as long as you're on the right path and are dedicating yourself to something positive," added Melissa.

On the 30th anniversary of *Easy Rider*, it is appropriate that a road trip film should emerge, and of course, comparison is inevitable. But that's a sword whose hilt doesn't need to be drawn far from its sheath. What really matters is that two Harley-loving female independent filmmakers opened up a can of whoop-ass to defeat overwhelming odds and deliver an uncompromising vision. They walked their talk and they ride with pride.

So go buy some popcorn and feed your soul. —*Dave Aldridge*

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TalkingTech

The Queen Elizabeth II cruiser liner only moves six inches for each gallon of diesel fuel it burns. Just a thought to make you feel better at the gas pumps. And now, the Tech Letters.

—Ed.

HANKERIN' FOR A HITCH

In 1989 I bought a new Heritage Classic. I found a trailer hitch for it in your rag, made by J.C. Unique somewhere in South Carolina. The hitch worked great for nine years. Then the house mouse got to bitchin' about the ride, so I traded for a '97 FLHTCUI. Mistake. Neither one of us was really prepared for this type of bike, so now I have a Fathead 88 Wide Glide coming and no hitch to pull the house. Help!

Duff
Knob Noster, Missouri

Well, I looked through some of my back issues, but I wasn't able to come up with the address you requested. If anyone comes up trumps with this address, send it on in, but in the meantime, bro, check out the Drag Specialties catalog and you will see a fine selection of hitches and accessories for your ride.

CHECK YOUR HEAD

I have a 1978 Shovelhead FX that began developing a severe miss in the mid-rpm range. It would come and go, but always at the wrong time—like on mountain passes and at high-speed runs down the highway. Well, first I checked the electrics and was a bit baffled. Everything looked OK, but the problem persisted. So I changed the Screamin' Eagle module I had on it with a brand-new one. Seemed OK for a while, but not for long.

Then I changed the ignition pick-up plate in the cam cover—no change. Well, out of desperation, I finally yanked the cylinder heads and swapped them with another engine I have. Guess what? No problem. Compression tests didn't tell me much, but what I ended up with was a broken valve spring. Had I thought to do this from the start, I could have saved myself some serious bucks on replacing the ignition. Pass this along as a reminder to check the stuff you don't normally want to check because of the work involved ... it could save ya some bucks.

Big Zeke
Chualar, California

Yeah, I've been there myself, bro. How many shortcuts have we all been down that took us longer to get there than the main route? Well, other tips to look for in regards to your cylinder head problems (and those out there who may have suffered the same dilemma) would be a stuck valve or a collapsed spring. Collapsed valve springs are simply those that lose their spring pressure, making them unable to do their job. Anyhow, glad ya found the problem, and thanks for passing along the tip. Ride safe, and next time don't be bashful when the head scratchin' starts.

PUSHROD PROBLEM?

I just got done readjusting the pushrods on my '88 Softail (stock hydraulic lifters, adjustable pushrods, and an Andrews EV-72 cam), and I can't get the damn thing to fire up. I had the cam installed by my local shop because I didn't have the time to do the work myself. Well, after changing some leaky rocker box gaskets, I proceeded to what I remembered about adjusting pushrods on hydro lifters. Set the cylinder on TDC firing and run the pushrod down until ya get zero lash, then four to five turns more, right? Well, when I do, the damn thing spins free and maybe makes a pop every now and then. It's pretty obvious to me at this point that the damn valves are hanging open, like I have the pushrods adjusted too far out. So I repeat the procedure but only run them in two to three turns, and she fires and runs like a top. What gives? Was I wrong with four to five turns?

Dale Landers
Pompano Beach, Florida

Well, generally, yeah, four to five turns is the proper amount. It might be that the pushrods (you didn't say who made them) have been made to a longer dimension or something weird. Some folks suggested to me that it could be a different thread, maybe a coarse thread in the adjusters, which would make the same four to five turns longer than on a pushrod with fine thread adjusters. I dismissed this after realizing the difference between the coarse and fine thread sizes used in adjustable pushrods only ends up differing by about .010- to .015-inch per turn. This would only add .040- to .060-inch on four turns. If you can, see who made the pushrods you have, and check with them. Let me know what you find out.

GASKET GRIPE

I've been getting leaks from my Evo, up in the rocker box area. I love my Harley, but hate the leaks, and I saw that there are cork and silicone rocker box gaskets available. Which do you prefer/recommend? I'm tired of the leaks.

Daniel Grayson
Ft. Wayne, Indiana

After encountering the exact same problem you have, I switched to cork gaskets on my Evo. An additional tip concerns the installation of the gaskets. I strongly suggest this procedure, since it worked like a champ on my bike, and to this day, my rocker boxes don't leak a drop. Take your boxes off, and clean the oil from the gasket mating surfaces completely. Then use Gasgacinch (or equivalent) on the rocker box base and the spacer piece, and also on one side of each gasket. Follow the directions on the Gasgacinch and install the gaskets, then reassemble the rocker boxes. See, the Gasgacinch is a contact cement that will hold the gaskets in place even during routine maintenance. It also will allow you to remove the gaskets easily enough when it's time to change them. This combination of Gasgacinch and cork gaskets (and properly torqued rocker box lids) will keep you leak free.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

"This trophy the bikers awarded you, dear ... what did you have to do for it?"

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Photos: Blake Daniels, Jean C. Howard

Biker poets Rob Van Tuyle (above) and Jean C. Howard

BIKER POETS

live to ride *and write*

"The sharp **line** **of** the highway runs its **stitch** **through** and through. **Our** rearview mirror a glass **bead** on its thread. "**Behind** us, a **trinket** of Time."

It was a tough-looking crowd all right—one that might not stop at merely booing the poets off the stage. "It was bizarre," said Jean Howard, recalling her first poetry reading in a biker bar. A renowned Chicago-area poet, Howard was well-accustomed to reading her works in bars. "I'd do anything to get people to listen," she said. But this crowd looked hard-boiled. "We were nervous," she said. "We thought they would not only not like us, but kick us out of the bar.

When the readers got rolling, though, the riders chilled and listened, said Howard, the organizational road captain of a group of biker poets loosely called the Word Pirates. The often-humorous and sometimes intense poems about life on two wheels were so well-received that the Pirates were invited back to other Chicago-area biker parties. Now there's a concept that would make your average librarian cringe: Bikers as judges of literature!

But these are stories any rider can relate to: living to ride, riding paranoid because you think the wheels might fall off. There are poems about copycat bikers, helping fellow riders, and of not giving a damn what some "civilian" thinks of your lifestyle. It was the honesty and from-the-gut

feeling that hooked Rick "Hack" Hacker, who now performs with the Word Pirates.

"I was blown away," he said, recalling the first biker poetry slam he attended. "When I used to think of poetry I thought of old-time poetry with all this lace and flowery crap. But this was nuts and bolts, wind and denim." Hack has been writing ever since. His 1962 Harley-Davidson Duo-Glide is the inspiration for much of his work, including the amusing *I Can't Ride in Front No More*. It tells of differences between his beloved old Panhead and the Evos, and ends: *So twist them grips/get the wind in your hair/don't wait for me/I'll just meet you there.*

In Hack's poem *Two Lane Highways And Dollar-Fifty Beer* he tells of roadhouse fun on the first ride of spring. *Out of hibernation, you know it feels great/when it comes to nice weather/you can't predict a date/So work all winter/on your bike and show some pride/get it ready early so you too can enjoy the ride.*

Howard came into biker poetry more from the opposite direction, having been a mainstream poet (if there is such a thing) before penning stories on cycles. Not a bike owner, her perspective is from the passenger's seat, and as the daughter of a motorcyclist. Howard proudly tells how her dad's first encounter with her mother was when he pulled up to a bus stop and asked her if she wanted a ride. She wrote a poem about it, performed it at poetry slams, and also cut a video on it. Her passage into biker poetry came through Rob Van Tuyle, another Chicago-area poet who has steered his talents toward two-wheelers.

Van Tuyle's hilarious *If Jesus Rode a Motorcycle* found him on stage in a flowing white robe during Biker Poetry Nite at the Milwaukee Public Library last June.

If Jesus rode a motorcycle/would it be a Harley?/I don't think so/considering his first choice of transportation was a donkey.

Van Tuyle goes on to suggest it might have been a Vespa *full of love and forgiveness*, or a leaky '73 Sporty with no brakes. But in the end, he concludes that Jesus does ride a motorcycle and he has fun. *Jesus rides a motorcycle/he rides every one.*

Biker Poetry Nite, one of the more unusual events in the week leading up to Harley's 95th Anniversary bash, drew about 200 on a rain-soaked Tuesday night—not a bad showing for this off-the-beaten-path art form. Besides bikers, it's intriguing to nonriders, offering some rare, raw, and funny glimpses into a racy lifestyle often shrouded in mystique. It's poetry as it was meant to be, according to Marty Rosenblum, historian for the Harley-Davidson Motor Co. and author of Harley-Davidson poetry. "At its roots, poetry is a primal, basic form of expression," said Rosemblum, who has a doctorate in modern American poetry. Unfortunately, poetry has been turned by academia into an obscure and rather cryptic art form. "They've turned it into an existential crossword puzzle," Rosenblum said. Biker poetry, on the other hand, is more direct and its often borne of a specific intense or amusing experience.

"When you ride, specifically on a Harley-Davidson motorcycle, there's a natural inclination to express one's self and one's relationship to it," Rosenblum told us. Motorcycle poets, he said, are seeking to restore the spontaneous, visual, and sensual qualities that poetry should be all about.

Howard, whose Pirates performed at Chicago's Field Museum during its "The Art of the Motorcycle" exhibit, reflected all that and more in her piece titled *In The Rearview Mirror*.

It ends: *The sharp line of the highway/runs its stitch/through and through./Our rearview mirror/a glass bead/on its thread. Behind us/a trinket of/Time.*

—*Blake Daniels*

dress up YOUR HARLEY

THE LATEST ACCESSORIES FOR YOUR RIDE

Easyriders has been the place to see the most outrageous motorcycles on the planet for more than two and a half decades. We pride ourselves in always giving you the first look at the latest, trend-setting bike creations; whether they were assembled in the sanitary shop of a famed master builder, or executed by the unsung hero, crafting, and assembling his custom Harley in a garden shed after a hard day's work.

Radical custom scoots are our life's blood, but relatively few of us have the equipment, technical expertise, or inclination to undertake a project as challenging as a complete ground-up custom. Budget is obviously another important factor, and this is where accessorizing comes in handy. Dress-up accessories allow us to make a bike uniquely our own, and let us create our own rolling masterpiece at our own pace, one part at a time. We like to think of accessories as optional features that can be added later on, as the need arises, or as funds become available. Another advantage is that most dress-up accessories can be installed by the entry-level wrench, using basic tools, and average skills. In other words: instant gratification! How about a nice set of custom grips and foot pegs, or a low-slung seat and wild pipes?

Harley-Davidson has stepped up to the plate to fill your customizing needs with a dazzling new collection of Genuine Harley parts and accessories. The folks at H-D have created a wide-ranging gaggle of gizmos that you soon won't be able to live without. The five 1999 Harley-Davidson models seen on these pages are rolling showcases from the H-D Parts and Accessories catalog, and give you customizing suggestions on how to dress up your Hog with genuine Milwaukee goodies. This way, you don't have to go looking elsewhere, for what H-D can provide right at your friendly neighborhood dealership.

—Benoit Lambœuf

NOTE: The accompanying lists of genuine Harley parts and accessories is not meant to be a complete listing of everything shown on these bikes. Prices shown do not include setup, title or licensing, and are subject to change. Dealer prices may vary.

1999 FXDX DYNA SUPER GLIDE SPORT

Stock FXDX. Suggested retail price (black): $13,195.00

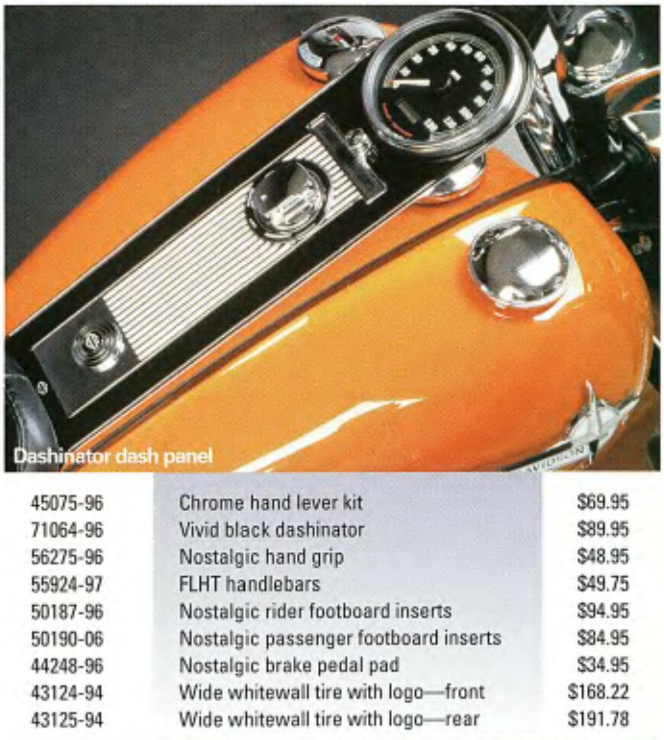
Detachable fairing

PART NO.	DESCRIPTION	SUGG. RETAIL
	GENUINE MOTOR ACCESSORIES	
57070-97DH	NEW detachable fairing kit, vivid black	$295.95
58164-96	Docking hardware for detachable windshield	$64.95
58593-98DH	Color-matched Dyna front spoiler, black	$139.95
59496-97DH	Sport front fender, vivid black	$169.95
44100-95	Black front floating brake disc kit (2)	$239.90
45078-96	Chrome front master cylinder cover	$19.95
45075-96	Chrome hand lever kit	$69.95
56275-96	Nostalgic hand grips	$48.95
50978-99	Billet footpegs, narrow band (3)	$239.85
49002-98	Adjustable highway peg mounting kit	$99.95
49254-99	Billet shifter peg, narrow band	$16.95
52999-99	FXDX Raven textured sport seat	$199.95
52418-98	Raven black wrinkle sideplates	$49.95
52426-99	Raven black wrinkle low sissybar	$39.95
52495-88	Low backrest pad	$49.95
80104-97	H-D slip-on mufflers—slashcut	$199.95
54342-96	H-D shock tower covers	$24.95
45157-97	Dyna swingarm axle cover	$74.95
44102-95	Black rear floating brake disc kit	$119.95
41057-83	Spun aluminum disc rear wheel	$457.00

Color-matched front spoiler

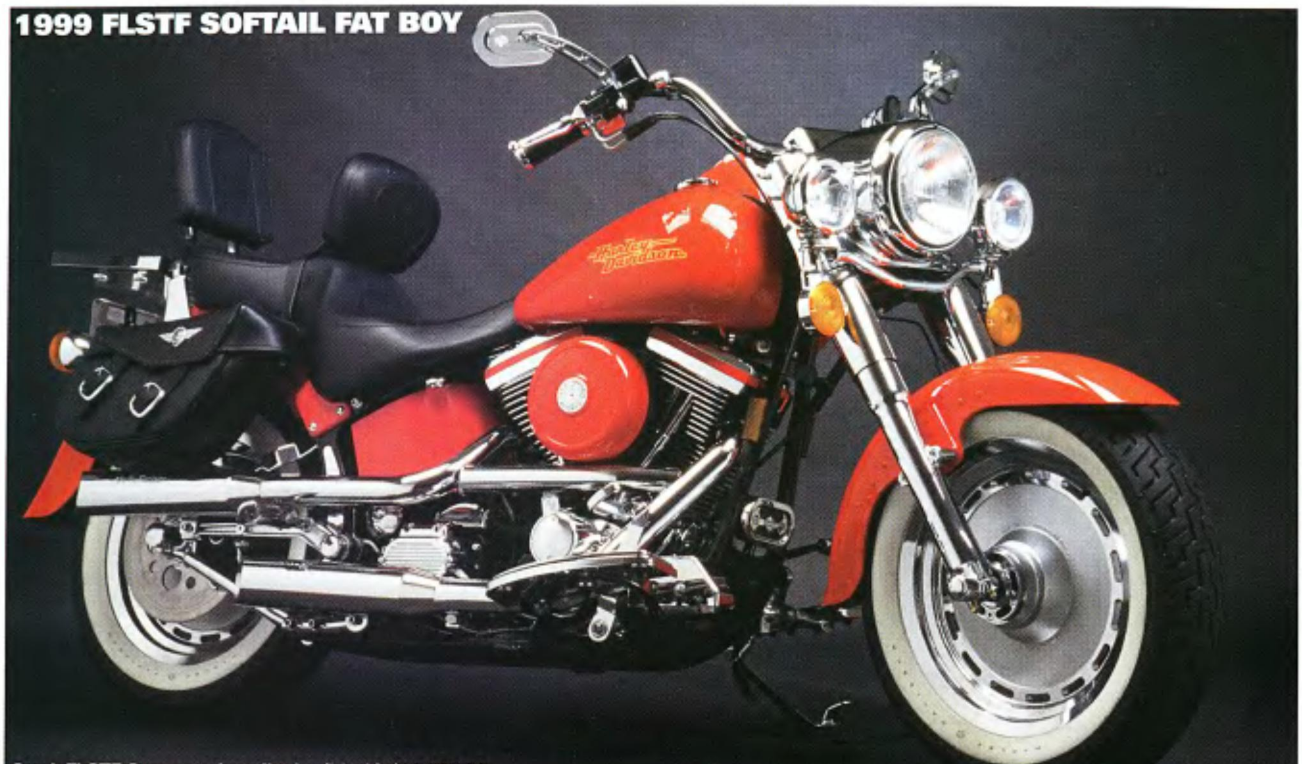
1999 FLHR ROAD KING Stock FLHR. Suggested retail price (black): $15,295.00

PART NO.	DESCRIPTION	SUGG. RETAIL
	CUSTOM PAINT	
95712-99FI	Mandrake orange & black	$1,359.00
95713-99FI	Mandrake & black saddlebags	$849.00
	GENUINE MOTOR ACCESSORIES	
32747-99	NEW Chrome spark plug covers	$16.95
69627-99	NEW Headlamp trim ring	$29.95
69622-99	NEW Passing lamp trim rings	$34.95
68913-98	NEW Engine guard fog lamps	$124.95
77209-99	FLHR cruise control kit	$449.99
33762-98	Polished stainless steel shift linkage	$149.95
45315-98	Chrome lower fork sliders	$269.95
91991-98	Saddlebag guard &bottle holder (left)	$71.95
91992-98	Saddlebag guard &bottle holder (right)	$71.95
32679-99	Chrome timer cover - domed	$13.95
32690-99	Chrome timer cover screw kit	$10.95
29483-99	Air cleaner trim—Twin Cam 88	$29.95
62858-99	Chrome oil dipstick	$34.95
25913-99	Chrome derby cover screw kit	$12.95
68062-94A	Chrome upper fork cover	$95.00
52918-98	Low-profile leather bucket seat	$279.95
52900-98	Leather rider backrest kit	$179.95
52920-98	Leather passenger backrest pad	$89.95
52933-97A	Detachable passenger backrest	$149.95
53743-97	Detachable 2-up rack	$199.95
68143-98	Lighted chrome directional bar	$99.95
67943-96	Mini-tachometer kit	$179.95
54631-98	Low profile touring shocks	$255.00
65976-96	Touring mufflers without end caps	$249.00
65166-97	Sport taper end caps (2)	$60.00
91962-98	Oval bar & shield billet style mirrors (pair)	$199.95
45212-97	Stainless steel front braided brake lines	$119.95
50194-96	V-logo passenger floorboard covers	$64.95
59146-96	V-logo fender skirt	$52.95
49144-86	Engine guard mount footpegs	$26.95
62816-98	Oil filter cover	$39.95
43911-95	Bar & shield headbolt covers	$32.95
57981-97	Low-profile smoked windshield	$324.95
45078-96	Chrome front master cylinder cover	$22.95
70222-96	Chrome switch housing set	$119.95
45075-96	Chrome hand lever kit	$69.95
71064-96	Vivid black dashinator	$89.95
56275-96	Nostalgic hand grip	$48.95
55924-97	FLHT handlebars	$49.75
50187-96	Nostalgic rider footboard inserts	$94.95
50190-06	Nostalgic passenger footboard inserts	$84.95
44248-96	Nostalgic brake pedal pad	$34.95
43124-94	Wide whitewall tire with logo—front	$168.22
43125-94	Wide whitewall tire with logo—rear	$191.78


Dashinator dash panel

Nostalgic brake & footboard

1999 FLSTF SOFTAIL FAT BOY



Stock FLSTF. Suggested retail price (black): $15.035.00

PART NO.	DESCRIPTION	SUGG. RETAIL
	CUSTOM PAINT	
95705-99QF	NEW bright orange	$1,699.00
	GENUINE MOTOR ACCESSORIES	
43974-98	NEW front caliper cover—left	$46.95
66232-97	NEW oil pressure switch cover	$29.95
43717-99	Front hubcap	$23.95
32714-98	Clutch ferrule and banjo bolt cover kit	$24.95
33760-98	Polished stainless steel shift linkage	$149.95
90381-98	Fat Boy saddlebags	$569.95
51150-98	Fat Boy seat with rider backrest	$559.95
44802-99	Stainless steel rear braided brake line	$49.95
40056-98	Softail slotted rear belt sprocket	$299.95
94708-98	Chrome hardware kit for sprocket	$24.95
67907-96	Chrome headlight nacelle	$379.95
67897-96	Chrome headlight hardware kit	$33.95
68247-98	Halogen fog lamp kit	$224.95
45963-97	Chrome fork slider covers	$55.50
45310-98	Chrome lower front fork sliders	$239.95
74578-97	Chrome voltage regulator cover	$31.95
91962-98	Oval bar and shield billet style mirrors (pair)	$110.00
56552-95	Chrome FLSTF handlebars	$49.95
56199-98	Pig skin print leather hand grips	$59.95
45075-96	Chrome hand lever kit	$69.95

Headlight nacelle and fog lamps

Chrome and rubber details

Billet-style mirrors

70222-96	Chrome switch housing kit	$119.95
68766-94	Front domed directional (2)	$68.00
90698-96	Premium harness leather Fat Boy tank panel	$47.95
71745-99	Washboard textured dashinator	$69.95
50176-95	Chrome and rubber rider footboard insert	$89.95
50131-95	Chrome and rubber custom footpegs	$47.95
52532-90	Fat Boy low backrest pad	$69.95
52735-85	Low sissybar upright	$59.95
53549-95	Detachable sissybar sideplates	$129.95
56465-86A	Chrome 4-channel luggage rack kit	$99.95
53370-95B	Detachable hardware kit	$40.95
80055-97	H-D slip-on mufflers—slashcut	$199.95
65126-98	Chrome exhaust bracket	$98.95
49231-97	Chrome plated swingarm	$499.95
60389-97A	Chrome lower belt guard, 65-tooth	$49.95
41022-95	Chrome slotted wheel—front	$459.95
41017-95	Chrome slotted wheel—rear	$449.95

Stock FXDL. Suggested retail price (spoked wheels): $14,980

PART NO.	DESCRIPTION	SUGG. RETAIL
	GENUINE MOTOR ACCESSORIES	
43977-98	NEW ThunderStar 19" Wheel—front	$625.00
43979-98	NEW ThunderStar 16" Wheel—rear	$600.00
44482-99	NEW ThunderStar Rotor—front (2)	$299.98
44484-99	NEW ThunderStar rotor—rear (1)	$149.95
42617-99	NEW Dyna chrome rear brake lever	$89.95
58626-99	NEW detachable smoked windshield	$274.95
45270-98	NEW chrome lower fork sliders	$234.95
42973-98	NEW Front caliper cover—right	$46.95
43974-98	NEW Front caliper cover—left	$46.95
32745-99	NEW H-D spark plug covers	$17.95
51613-99	NEW Dyna Glide seat with black studs	$199.95
59495-99ZG	Dyna Cafe front fender	$179.95
31571-99ZL	Dyna color matched coil cover	$28.49
66236-99ZL	Dyna color matched electrical cover	$51.99
66409-99ZL	Dyna color matched battery top cover	$19.95
66408-99ZL	Dyna color matched battery side cover	$26.29
29350-99ZL	Dyna color matched air cleaner	$39.95
69044-99ZL	Dyna color matched horn cover	$24.99
91513-99	Twin Cam 88 billet-style mirrors (2)	$199.95
56596-98	Lizard print hand grips	$59.95
31291-99	Braided spark plug wires	$42.95
45207-97	Stainless steel front braided brake lines	$119.95
44801-99	Stainless steel rear braided brake lines	$49.95
90307-98	Dyna concho lid leather saddlebags	$599.95
32047-99	H-D timer cover	$14.95
25338-99	H-D derby cover	$32.95
99539-97	H-D fuel cap medallion	$9.95
54341-96	H-D shock tower covers	$24.95
43884-96	H-D headbolt covers	$32.95
58164-96	Windshield docking kit	$64.95
49002-98	Dyna adjustable highway peg kit	$99.95
50133-95	Airfoil custom footpegs— large	$49.95
50134-95	Airfoil custom footpeg— small (2)	$95.90
34626-95	Airfoil custom shifter peg	$12.95
68555-87	Front turn signal support (2)	$35.00
74577-97	Voltage regulator cover	$31.95
45157-97	Swingarm axle cover	$74.95
52582-95	Bad Boy low rail backrest pad	$59.95
52655-84	Low sissybar upright Medallion	$59.95
53543-95	Detachable sissybar sideplates	$49.95
53527-95A	Dyna docking hardware kit	$99.95
53711-96	Sport rack	$99.95
70222-96	Chrome switch housing kit	$119.95
80112-97	H-D slip-on mufflers—straight cut	$199.95

Twin Cam 88 billet-style mirrors

Dyna adjustable highway peg kit

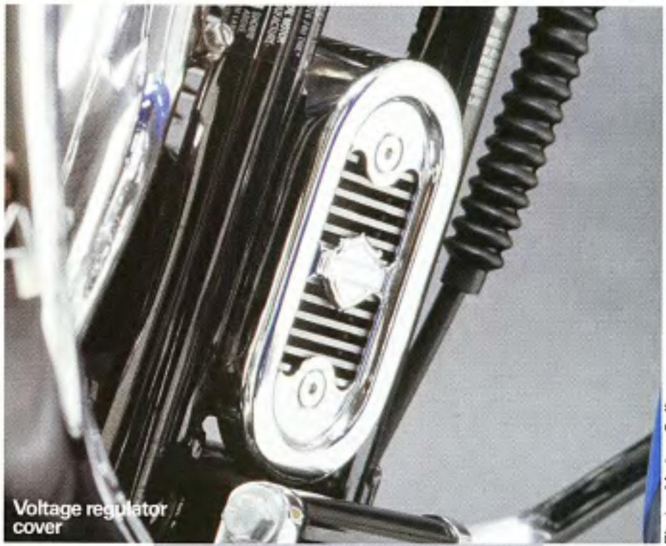
1999 XL 1200C SPORTSTER 1200 CUSTOM

Stock XL 1200C. Suggested retail price: $9,140.00

Leather saddlebags and detachable sissybar

PART NO.	DESCRIPTION	SUGG. RETAIL
	CUSTOM PAINT	
95705-99QD	NEW '57 style—Big Sky Blue and Birch White	$925.00
	GENUINE MOTOR ACCESSORIES	
45275-98	NEW Chrome lower fork slider kit	$234.95
51611-99	NEW XL 2-up seat	$169.95
68913-98	NEW Engine Guard mount fog lamps	$124.95
49018-88C	Sportster engine guard	$189.95
43260-98	Full coverage front caliper cover—smooth	$19.95
43261-98	Full coverage rear caliper cover—smooth	$21.95
32714-98	Clutch ferrule and banjo bolt cover kit	$24.95
71514-98	Chrome ignition switch cover	$19.95
56600-98	Pebble grain football print leather hand grips	$59.95
32732-98	Sportster cylinder base cover	$39.95
43835-98	Chrome spark plug/headbolt cover	$39.95
90465-98	Sportster docking and directional relocation kit	$27.95
45203-97	Stainless steel front braided brake lines	$53.95
44800-99	Stainless steel rear braided brake lines	$49.95
91962-98	Oval bar and shield billet-style mirrors (pair)	$199.95
68432-95	Flat lens turn signal kit	$75.95
70222-96	Chrome switch housing kit	$119.95
45078-96	Chrome front master cylinder cover	$19.95
45075-96	Chrome hand lever kit	$69.95
43899-86A	Chrome front axle nut cover	$19.95
74579-97	Voltage regulator cover	$31.95
50133-95	Airfoil custom footpegs—large	$49.95

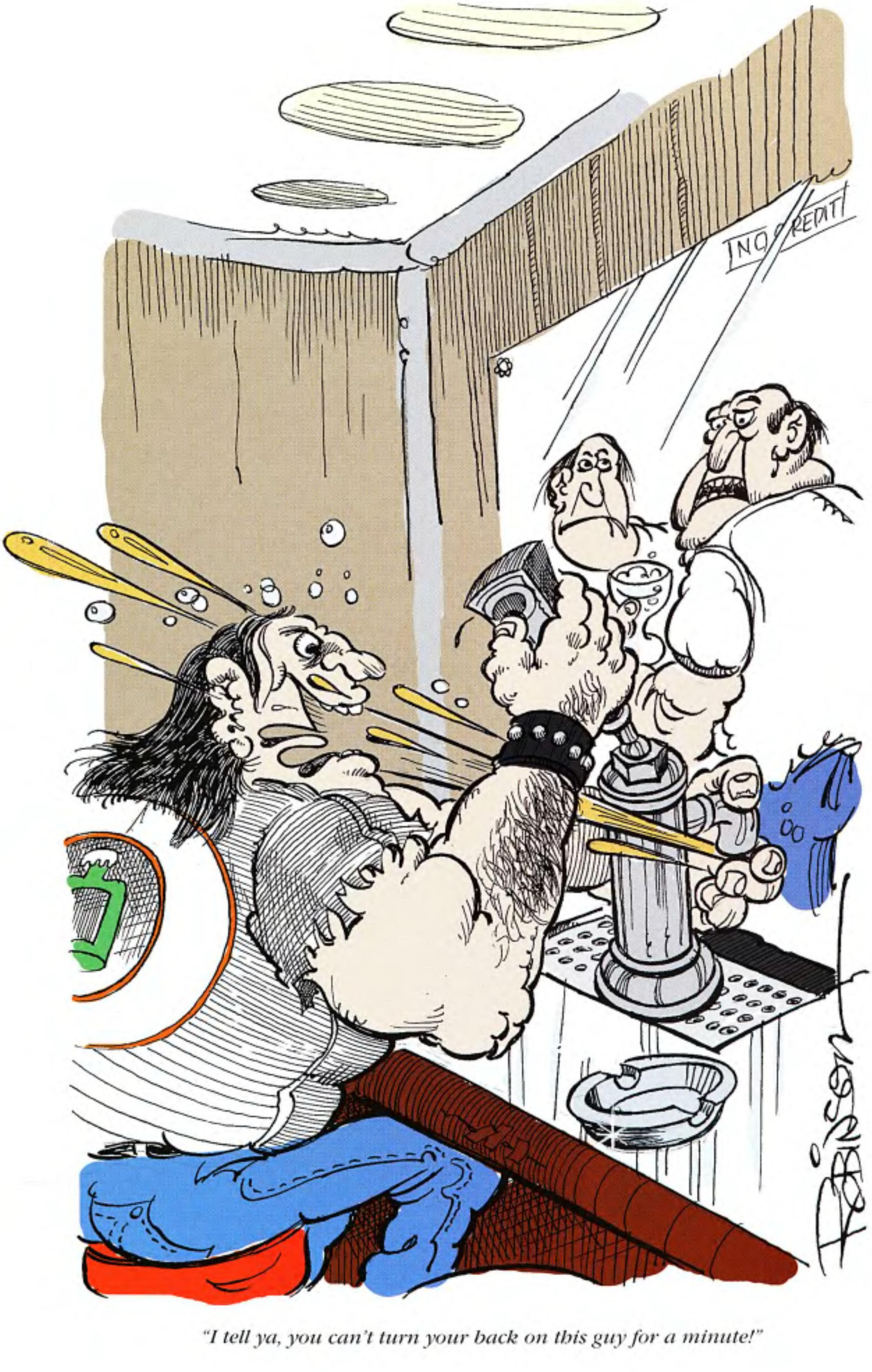
1200 Custom chrome handlebars



Voltage regulator cover

Photos:Markus Cuff

50134-95	Airfoil custom footpegs—small	$47.95
34626-95	Airfoil shifter peg	$12.95
29431-97	Enricher/choke knob cover	$29.95
62863-98	Chrome fuel petcock cover	$24.95
66340-78	Chrome battery cover	$24.95
66367-97	Chrome battery top cover	$16.95
32584-88T	Chrome domed timer cover	$13.95
45286-98	Rear master cylinder cover	$39.95
62512-97	Chrome oil tank cover	$63.95
53545-95	Detachable sissybar sideplate kit	$129.95
52655-84	Low medallion plate—sissybar upright	$59.95
52612-95	Top-stitched low backrest pad—smooth	$54.95
90465-98	Detachable docking hardware (saddlebags)	$27.95
53711-96	Sport rack	$99.95
90598-96A	Custom leather saddlebag kit	$539.00
41534-97	XL pyramid axle adjuster	$33.95
48323-97	Chrome swingarm	$179.95
40279-91A	Chrome belt sprocket cover	$43.95
60404-91	Chrome belt guard	$56.95
60480-94T	Chrome lower belt guard cover	$39.95
80102-97	H-D slip-on mufflers—slashcut	$349.00



"I tell ya, you can't turn your back on this guy for a minute!"

beentheredonethat

Warning: There are absolutely no mentions of squids or sponges in this bike feature. For squids and sponges see our piece on the H.O.G. Rally in Greece beginning on page 67. Now please enjoy this delightful bike feature, already in progress. Thank you. — *The Management*

"I'm just a cynical, grouchy bastard," is how Mark Cohen gladly describes himself to people. Not that he's into shameless self-deprecation, he's simply a long-time bike builder who's seen and heard a lot. Some 22 years ago, Mark bought his first Harley, a Boston Police Special, and that was that. In the two-plus decades to follow, Mark would customize and build many sleds that, in the end, solidified his reputation as a first-class builder.

As for the Cynicism, well that just comes with the territory. See, Mark isn't one of those guys who follows convention, or does things to please other people. So when that principal is applied to building one-of-a-kind sleds, you just know there will be comments from every armchair builder who ever sees the bike. Mark's heard it all, from what won't work, to how ugly something is to how impractical a design might be. Interestingly enough, ignoring all of that banter and focusing on the true passion of bike building has not kept Mark from his work as a full-time creator of custom cycles.

After so much interest in his unique approach to design, Mark had enough biz to justify opening up his own shop, Custom Cycle Creations, down in La Costa, California (760-436-8201). Now C.C.C. is a busy studio where Mark's completed artworks roll out the door to pound the pavement. Doing all of the design work and assembly himself, Mark enlists the help of expert fabricators, metal men and engine wizards to keep every aspect of a new bike's production top notch.

For an essentially one-man shop, Mark's work as a designer are seldom exhausted. Since bike building is also his passion, each new sled gets the same attention as though it was the first bike he ever built. As for what inspires the designs of his various creations, Mark is pretty straightforward. No late night sessions around smoky barroom tables, or anything of the sort, just the desire and the enthusiasm behind building the best.

And actually, what more do you need? Regardless of where his inspiration comes from, it still takes someone with the tal-

COHEN'S NEXT MILESTONE

and his dedicated circle of craftsmen will begin involves producing a limited-edition series of bikes based on a design he created a while back. Naturally, the bike will be rigid, and although there will be some options open to prospective buyers, the bikes will remain closely related with the rest of the hard parts. In the meantime, we'll have a gander at this fine sled of his and only wonder what will come next.

—Erik "No Squids" Falconer

Easyriders

Easyriders

passin' gas

Tiny stopped at his bro Foot's new pad late one night and noticed a huge brass gong hanging near the door. "Hey, what's that for?" he asked.

"That's my talkin' clock," said Foot.

"How does it work?"

"Watch," said Foot, giving the brass gong an ear-shattering blow with a large steel hammer.

Immediately someone next-door yelled through the wall, "Knock it off, ya jerk! It's three o'clock in the morning!"

Gamblin' Dave
With An Inside Straight

The three latest federally sanctioned investment strategies:

The Monica Fund—no maturity
The Al Gore Stock—no interest
The Clinton Bond—no principle

Bob G.
Ridgewood, N.J.

Sportster Sally was lying in the middle of the road after being centerpunched by a cager at an intersection.

"Are you all right, lady?" asked the arriving paramedic.

"Your face is just a blur to me," she mumbled. "I think my eyesight's been messed up."

Concerned, the paramedic leaned over her and held out his outstretched hand. "Okay, lady, tell me how many fingers I have up," he asked.

"Oh, no!" wailed Sportster Sally. "I must be paralyzed from the waist down as well!"

R. Hamilton
Iowa Park, Texas

Willis enters a barber shop for a shave. While the barber is lathering him up, Willis mentions the problem he's been having getting a really close shave around the cheeks.

"No sweat, I have just the thing," says the barber, taking a small wooden ball from a nearby drawer. "Just place this in your cheek."

Willis places the ball in his mouth, and the barber begins to give him the closest shave he's ever experienced. After the first few strokes, Willis asks in garbled speech, "This is great—but what if I swallow the ball?"

"No problem," says the barber. "Just bring it back tomorrow, like everyone else does."

Cousin Hank
Portsmouth, N.H.

"Honey, you'd better sit down," Handsome Hank told his ol' lady after he got back from his appointment with his New Age head-shrinker. "I've got some good news and some bad news."

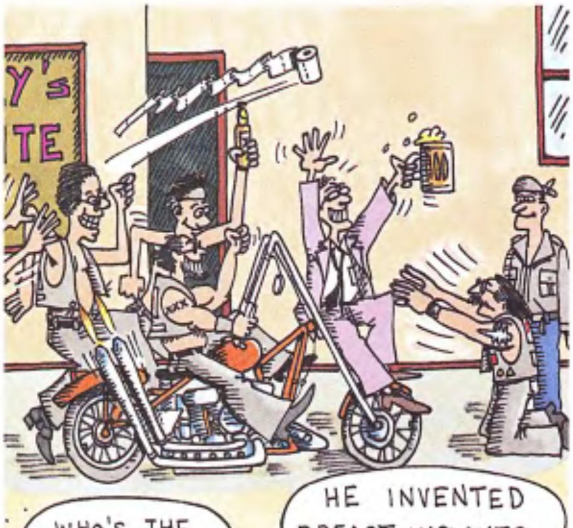
"What's the bad news?" his ol' lady asked nervously.

Handsome Hank tearfully confessed, "I've come to realize that I'm actually a woman trapped in a man's body."

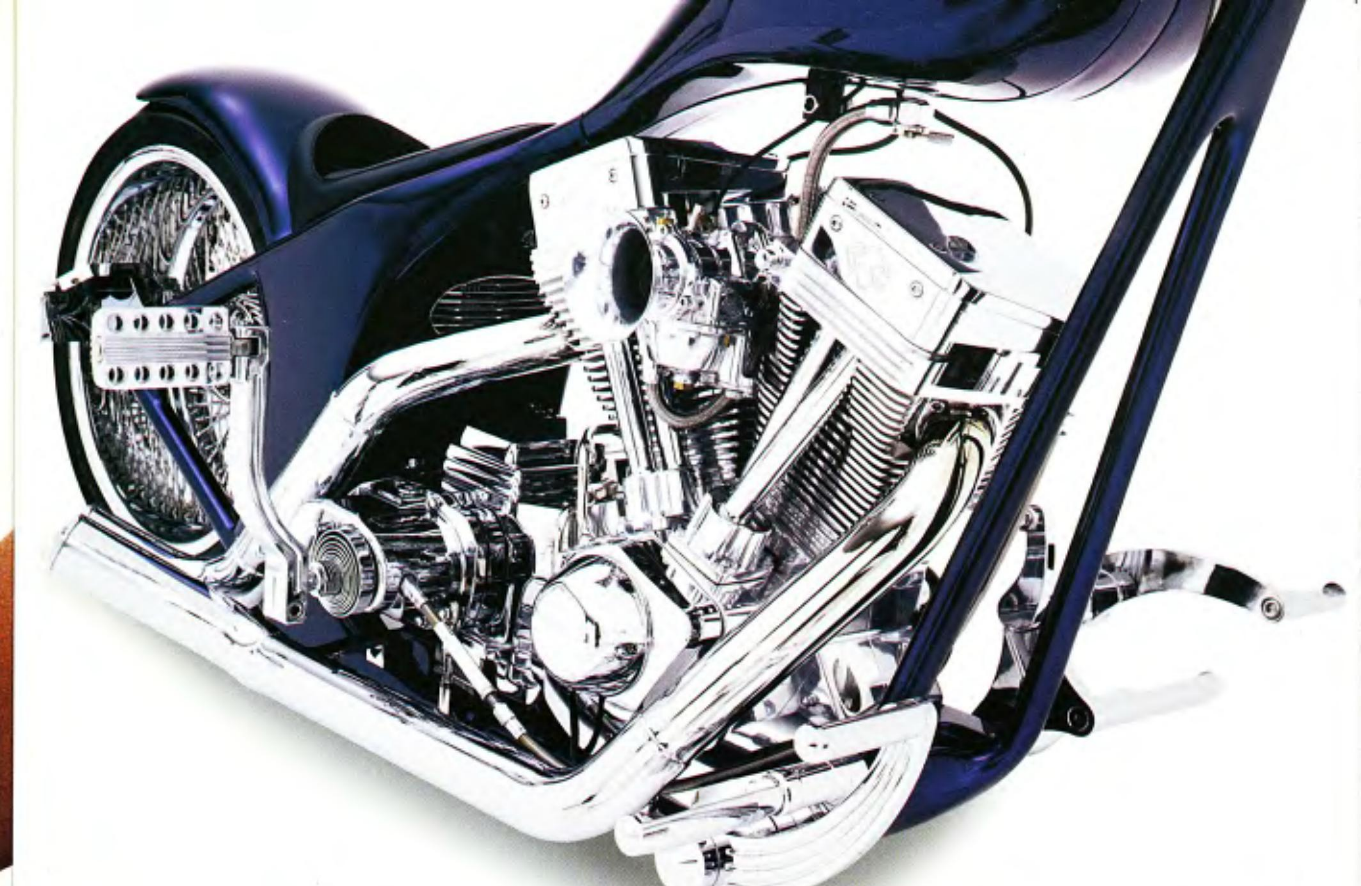
"Oh, my God!" she gasped. "And the good news?"

"I'm gay."

Joey
South Gate, Calif.



Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: ....Mark Cohen
City: ....La Costa, California

General
Fabrication: ....owner, Custom Cycle Creations (CCC), Earl C.
Year/make: ....1998 rigid
Model: ....Choppah
Assembly: ....owner
Chroming: ....Quality Chroming

Engine
Year/model: ....1998 billet V-twin
Rebuilder: ....Wink Eller, owner
Ignition: ....Crane Hi-4
Displacement: ....88 cubic inches
Lower end: ....S&S
Pistons: ....special
Cases: ....Keck
Heads: ....Brad Anderson
Cam: ....special grind
Carb(s): ....S&S Super G
Pipes: ....owner
Modifications: ....balancing by Wink Eller, JIMS lifters,

Transmission
Year: ....1998 Dyna
Modifications: ....owner, Belt Drives Ltd.

Paint
Molding: ....Steve, Hog Heaven
Painter: ....Steve, Hog Heaven
Color/type: ....violet pearl/House of Kolor

Frame
Year/type: ....1998 rigid
Builder: ....Daytec, owner
Modifications: ..63-degree rake, 6-inch stretch, seat post removed

Accessories
Bars: ....owner
Handlebar controls: ....Perf. Machine
Fender(s): CCC
Headlight: ....stock
Taillight: CCC
Pegs: ....Accutronix
Foot controls: ....Accutronix
Electrics: CCC
Gas tank: ....Earl, CCC
Oil tank: ....Dyna
Oil system: ....owner
Seat: ....owner, High-End Prod.
Grips: ....owner, "Crash"

Forks
Type: ....wide glide
Builder: ....Tolle
Modifications: ....28 over, adjustable trees

Wheels

Front
Type: ....Custom Cycle Creations
Size: 21-inch
Tire: ....Metzeler
Brake: ....none

Rear
Type: ....Custom Cycle Creations
Size: 17-inch
Tire: ....Pirelli 200
Brake: ....ISR

Photos: ....Richard Broun

EDITOR'S CHOICE
Easyriders '98-'99 Bike Show Tour, Pomona, California, January 9, 1999. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 2000.

Bitchin.

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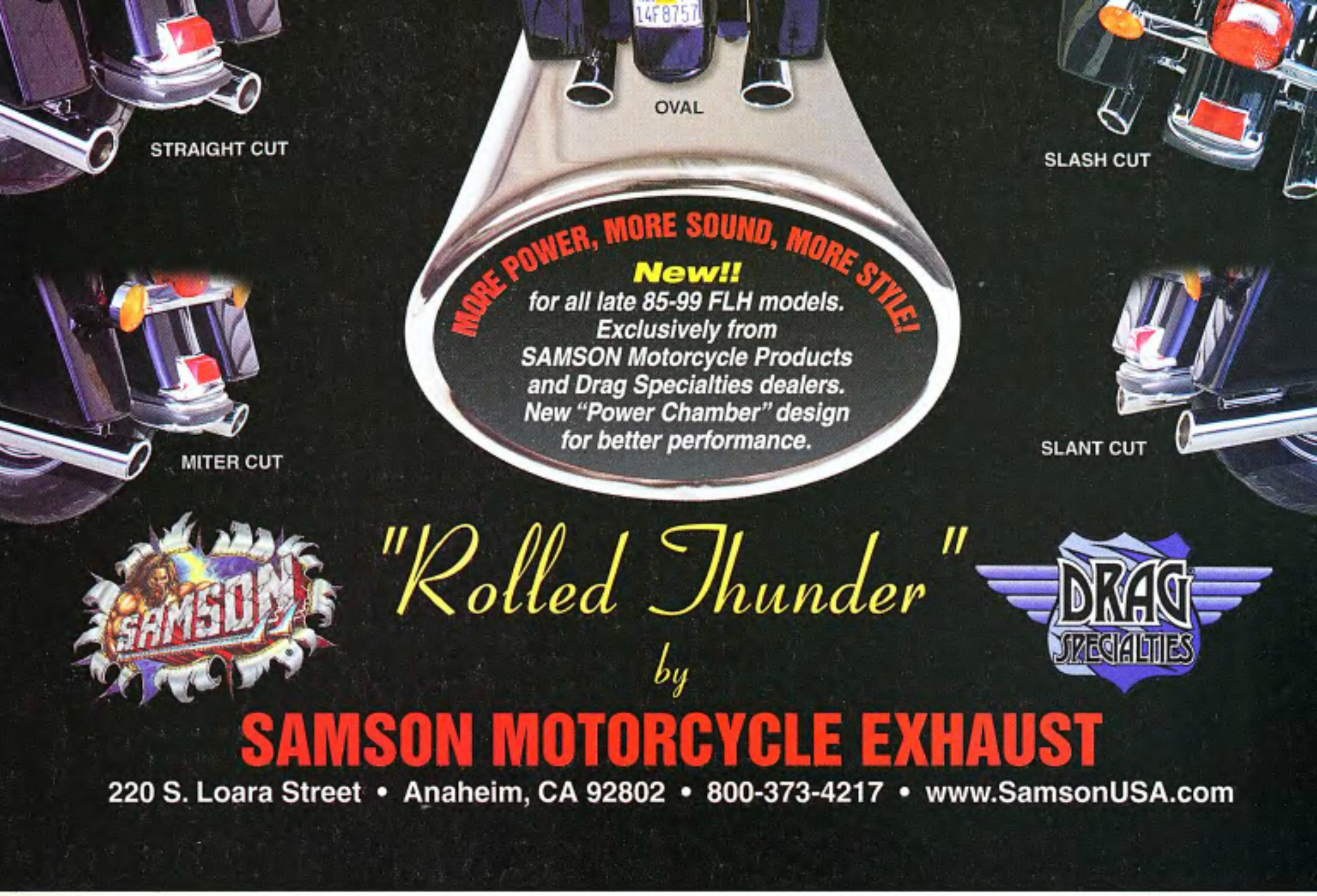
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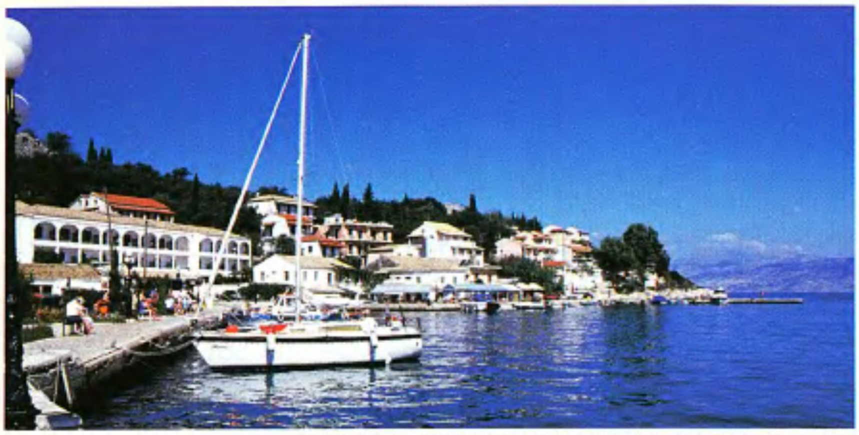
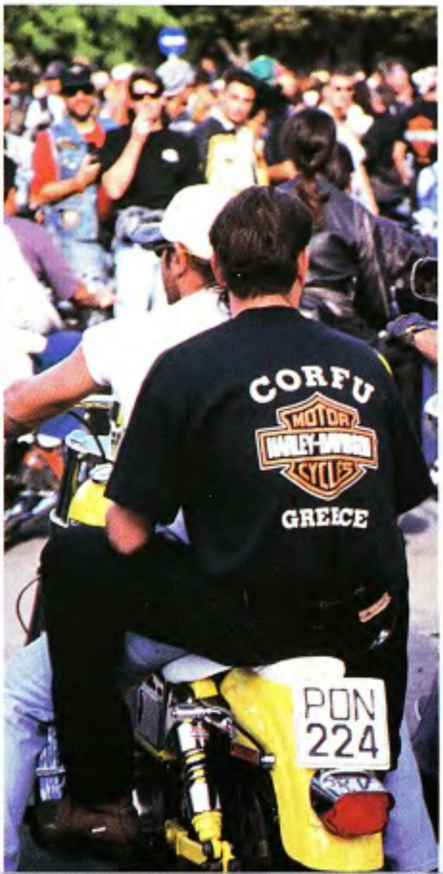
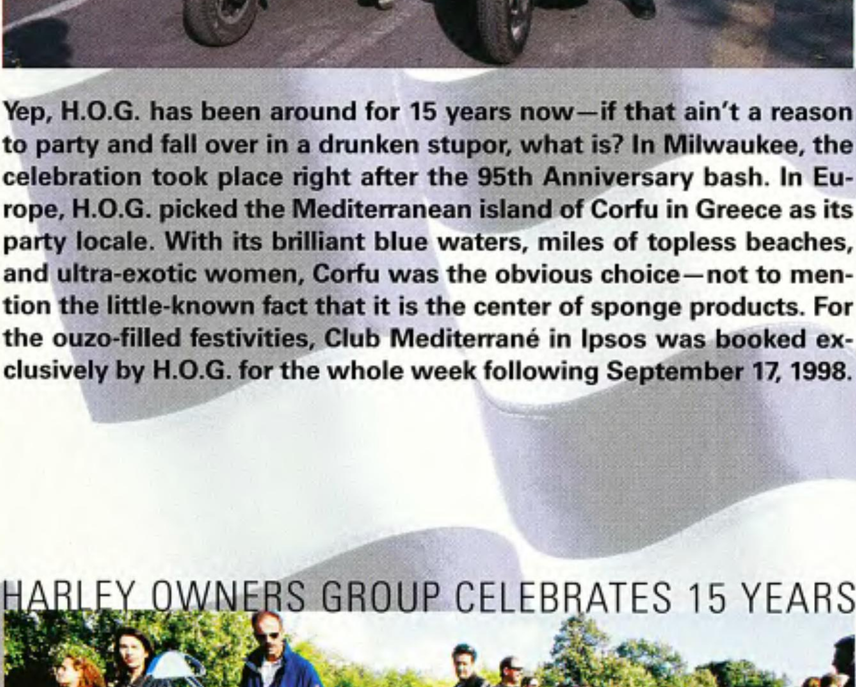




Yep, H.O.G. has been around for 15 years now—if that ain't a reason to party and fall over in a drunken stupor, what is? In Milwaukee, the celebration took place right after the 95th Anniversary bash. In Europe, H.O.G. picked the Mediterranean island of Corfu in Greece as its party locale. With its brilliant blue waters, miles of topless beaches, and ultra-exotic women, Corfu was the obvious choice—not to mention the little-known fact that it is the center of sponge products. For the ouzo-filled festivities, Club Mediterrané in Ipsos was booked exclusively by H.O.G. for the whole week following September 17, 1998.

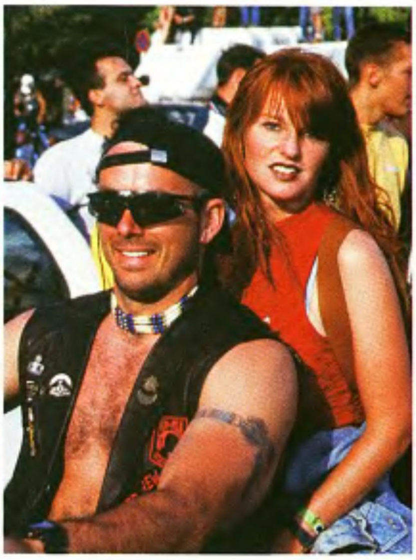
Hogs invade GREECE

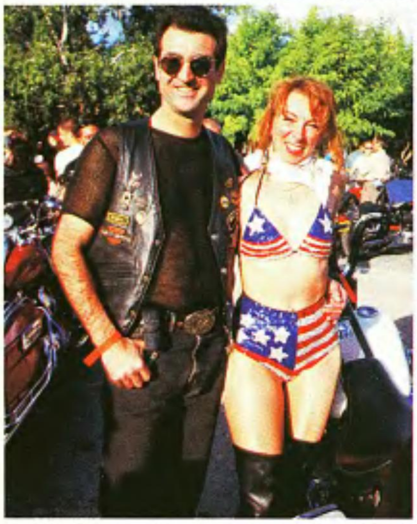
HARLEY OWNERS GROUP CELEBRATES 15 YEARS

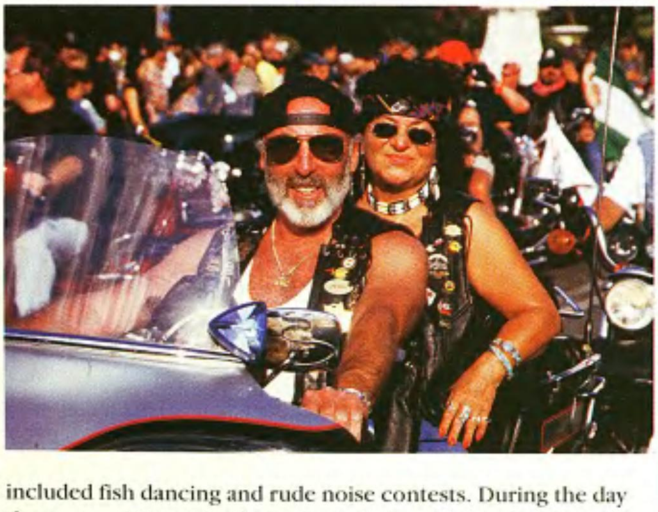


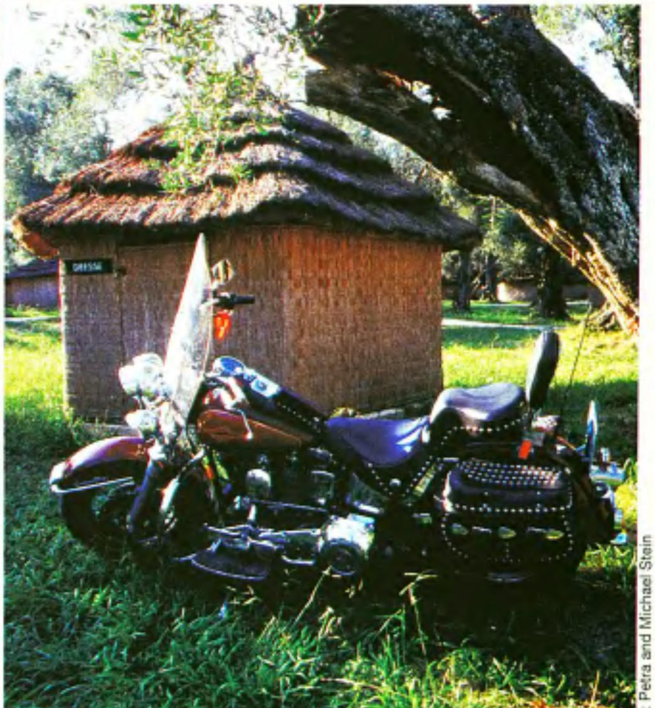
The highlight of the '98 Southern European Rally took place in Corfu's capital. About 700 Harleys thundered from Ipsos to Kerkira, where the big birthday bash rocked this land of ancient gods, legendary explorers, and, yes, sponges. A gigantic stage was set up hosting everything from performances by various cheerleader groups (who chanted odd Greek limericks for hours) and live bands, to a killer bike show; the best Harleys in eight different classes were awarded cash, prizes, and sponges. The highlight of the evening was a dazzling fireworks show, which was accidentally set off three hours earlier than planned and caused the local fire marshal to get an extreme case of heartburn.

The entertainment crew of the Club Mediterrané performed various comedy sketches nightly in the local theater that





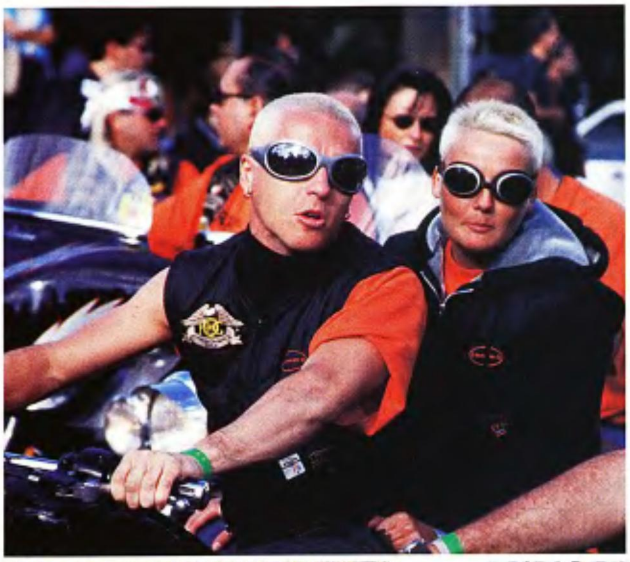




included fish dancing and rude noise contests. During the day there were "Olympic Games," consisting of the already well-known biker field events, as well as such goodies as the egg toss, live squid toss, and "Sponge-o-rama" (a local favorite). The Rhine Valley Legion H.O.G. Chapter grabbed all the gold, even after the losers asked for and got their revenge by attaching squids to the winner's foreheads.

Naturally, the Poker Run was a big hit as participants stopped at five different stations along an 80-mile course across the northern part of the island ... they are still

Photos: Petra and Michael Stein

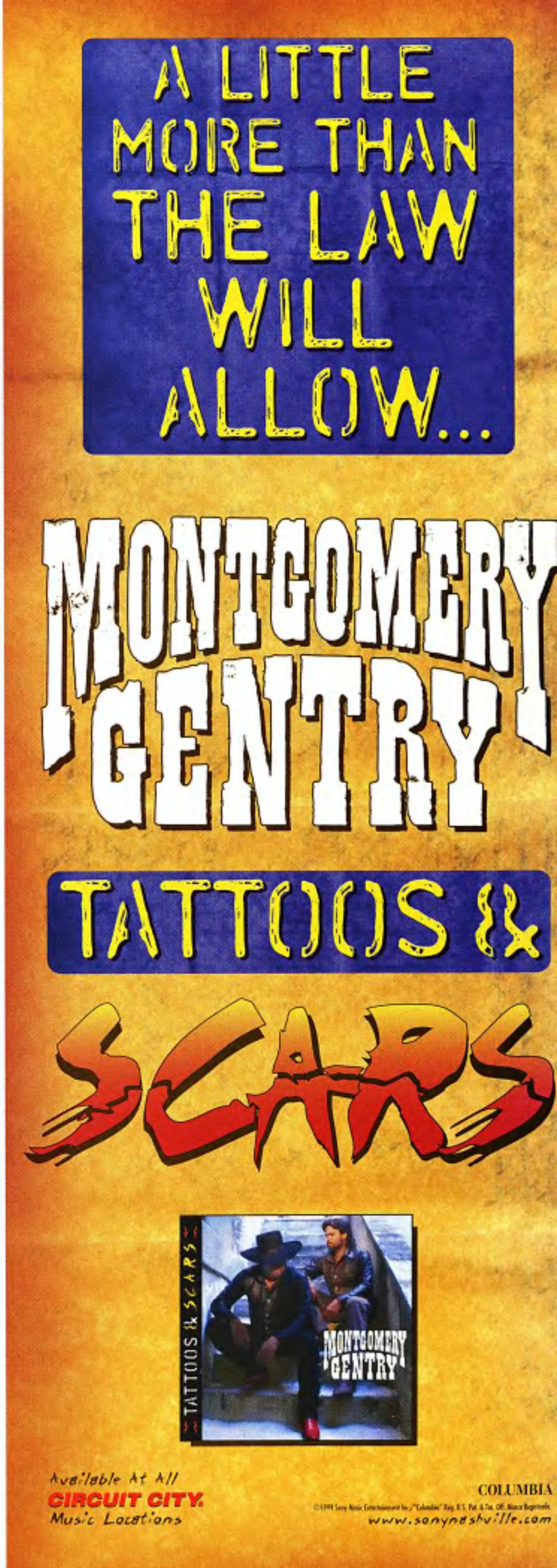


completely lost to this day. We should also mention that there was an MDA auction in the Club's theater, emceed by Nigel Villiers (H.O.G. Manager International/Milwaukee), that raised $1,190 for this worthy cause.

Happy Birthday, Harley Owners Group, from your friends at Easyriders. May the number of participants at the 20th birthday bash surpass this rally's considerable tally of 1,400 riders on 900 bikes, six fishing boats, and one wash tub.

—Michael Stein

(with ludicrous bits about squids and sponges by Dave Nichols)



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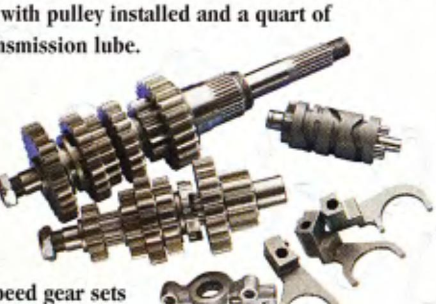

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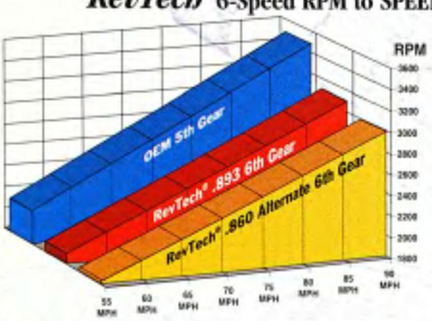

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Heroes on Harleys

What would you do if you saw a burning car while riding down the road?

Bikers Scott Johns and Jim Whittaker, who work for Harley-Davidson as test riders, saved the lives of an elderly couple trapped inside their burning car on September 12, 1998, in Oxford, Alabama.

It was 9 a.m. on a rainy Southern morning, when the Harley test riders, traveling on the entrance ramp of Interstate 20, saw a 7-foot ball of fire engulfing the rear tires of an eastbound 18-wheeler. As the wind changed direction, the riders watched the fire separate from the truck and travel toward a car that braked hard on the wet pavement, then spun for 60 yards before being crushed against the interstate guardrail. As the truck stopped at the end of the ramp, gas leaking from the car's ruptured tank spread flames across the highway, under the car, and along the driver's side.

Scott sped toward the car, dropped the kickstand on his still running bike, and ran 10 yards to the accordioned vehicle. Yanking on the crushed doors, he yelled for the passenger, 81-year-old Robert Humphrey, to unlock the doors. Humphrey was in shock and the driver, 78-year-old Irma Humphrey, was unconscious.

"When I realized he couldn't unlock the door, that's when I knew I'd have to pry it open," Scott said.

Now up to his waist in fire, the biker's rain-soaked gear repelled the flames. He found a bent top corner on Humphrey's crumpled door and pulled two or three times.

The 220-pounder, worried that the couple might burn before he could get them out, put his foot on the side of the door and pulled two or three more times, pulling and jerking with all his might until the door came open.

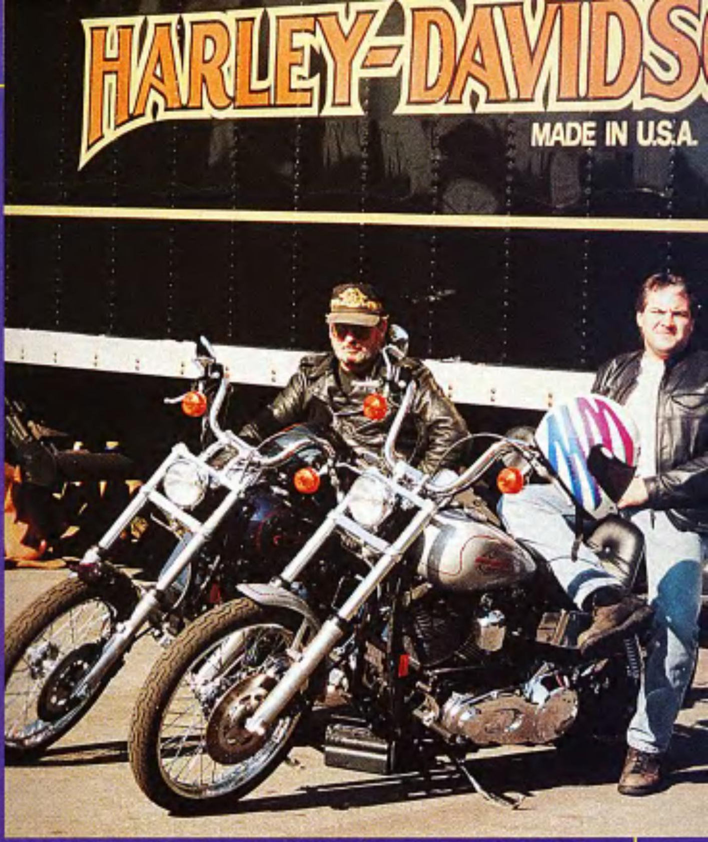
After calling 911, Jim arrived at the car as Scott carried Mr. Humphrey to a nearby vehicle. "Either move her or she burns," Jim said, even though they were scared to move Mrs. Humphrey because she was covered in blood.

Seconds after the Humphreys were out of the smoking car, the sedan became a blazing inferno. The Oxford rescue workers arrived a few minutes later.

Mr. Humphrey was not seriously injured. His wife was treated for a broken jaw at a local hospital.

The Harley-Davidson company in Talladega, Alabama, encourages employees to help people in need by requiring yearly cardiopulmonary resuscitation and first-aid training.

"If we can help in any way, we do it," Jim said.



Biker heroes Jim Whittaker (left) and Scott Johns. Photo: Sarah Jane Blair

For Scott, rescuing the elderly couple was an easy decision, as well as a true test of karma. You see, Jim had saved Scott's life two years earlier when his motorcycle went head on with a runaway horse.

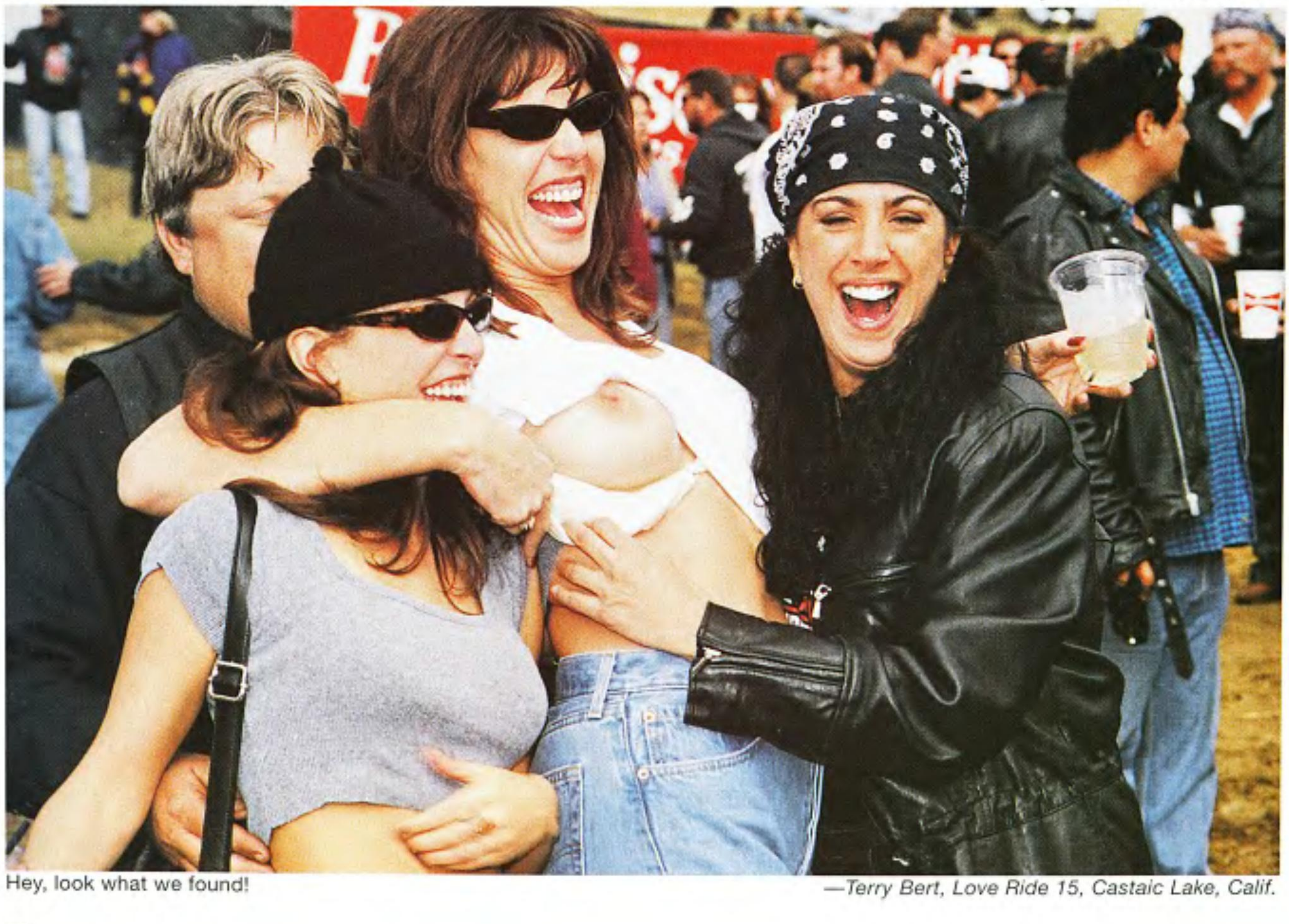
Immediately after the October 1997 collision, Scott, 29, was face down on the pavement, unconscious and without a pulse. He drew precious breath only after his partner turned him over to administer CPR.

Scott, who was off work for four months due to the injuries he received, has the utmost respect for his friend Jim. "It's the ultimate sacrifice," he said. "when someone is willing to put his life in harm's way to help you."

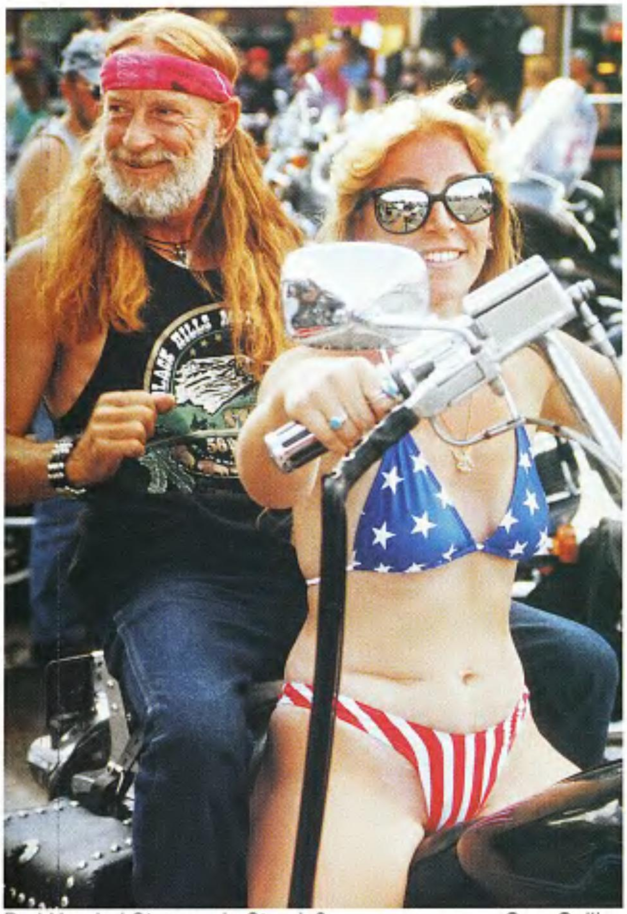
Jim, the 51-year-old lead rider of the team, said he had never seen a motorcyclist who did not give assistance when needed. "Harley people will probably help you faster than anybody," he added.

—Sarah Jane Blair

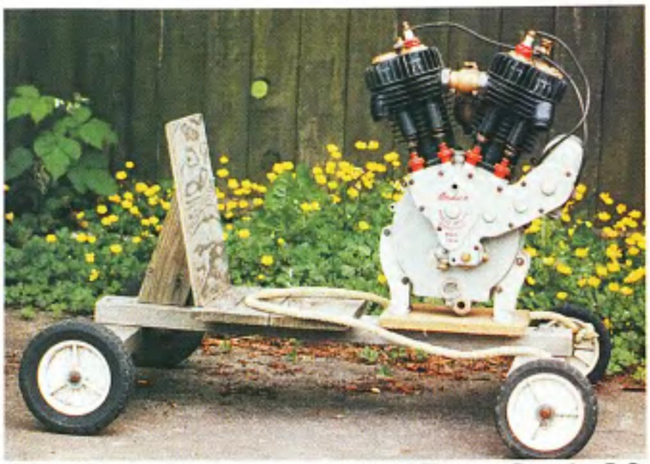
Completely at peace, kicked back and cruisin'. —*Ray Owens, Welcome, N.C.*



Hey, look what we found! —*Terry Bert, Love Ride 15, Castaic Lake, Calif.*



Red Headed Stranger in Sturgis? —*Gary Collins*



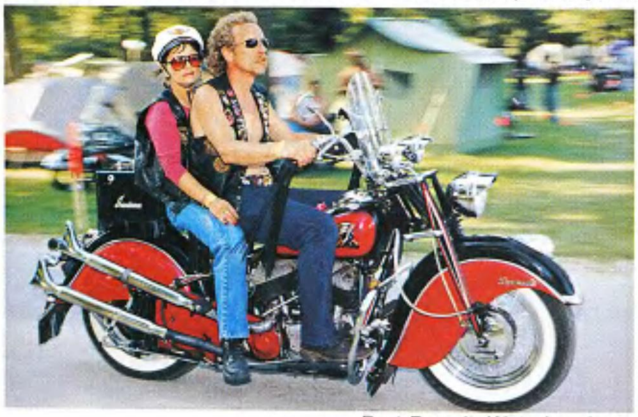
1916 Indian wagon. —*Lloyd Thomas, Burnaby, B.C.*

Florida tourist attraction. —*Billy Bob Pearlman, Biketoberfest '98*

Robert and Rayna McWilliams, married 10/10/98. —*Jack Kratz, Jacksonville, Fla.*

Fish or cut bait, pilgrim. —Kim Gardner, White Rock Lake, Texas

The gang's all here. Count the ulcers. —Katmandu, Stuart, Fla.

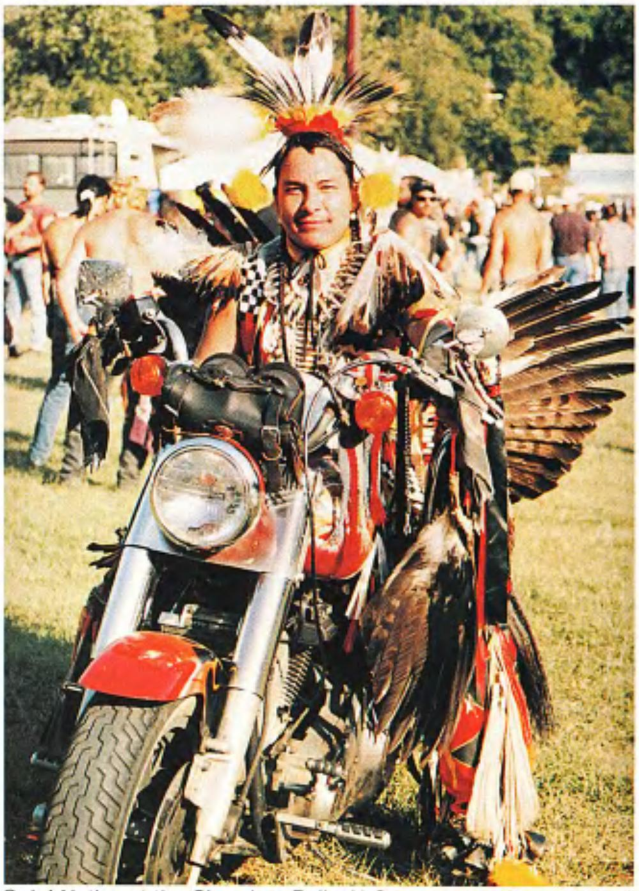


—Bret Brandt, Waterloo, Iowa

—Ron Dog, Iowa Freedom Rally

It's all about the road ahead. *—Bonnie Eccles, Callender, Iowa*

Ripe and tan. *—Gene Slater, Hulett, Wyo.*

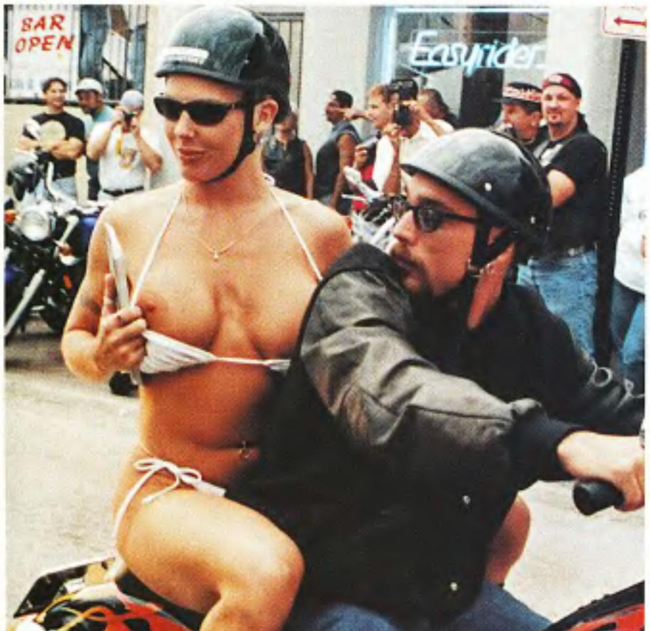


Goin' Native at the Cherokee Rally, N.C. *—Gary Ledford*

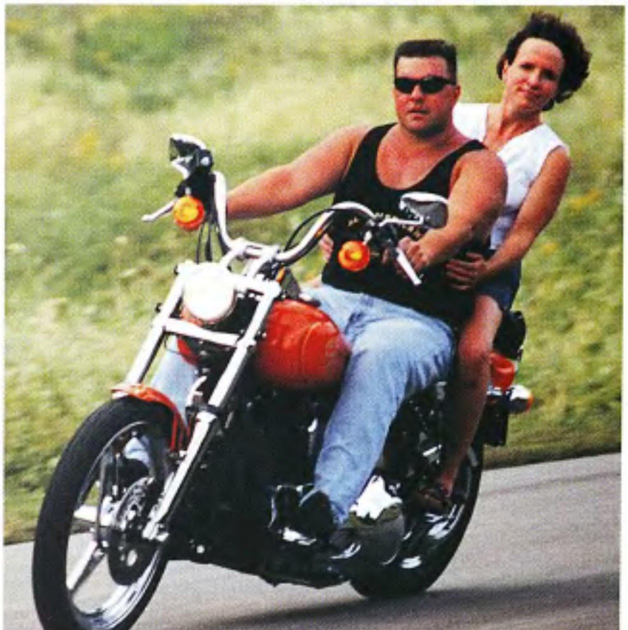
Ringed and ready to rock. —*T.M. Enterprises, Humboldt, Iowa*

—*Linda Satomba, Sunnyvale, Calif.*

Leave some rubber, bro. —*Ty and Christy Cole, Swanton, Ohio*



Show 'em whatcha got, babe. —*Zane Kuhle, Palm Harbor, Fla.*



Dave and Kathy cruisin' Missouri. —*Stripe*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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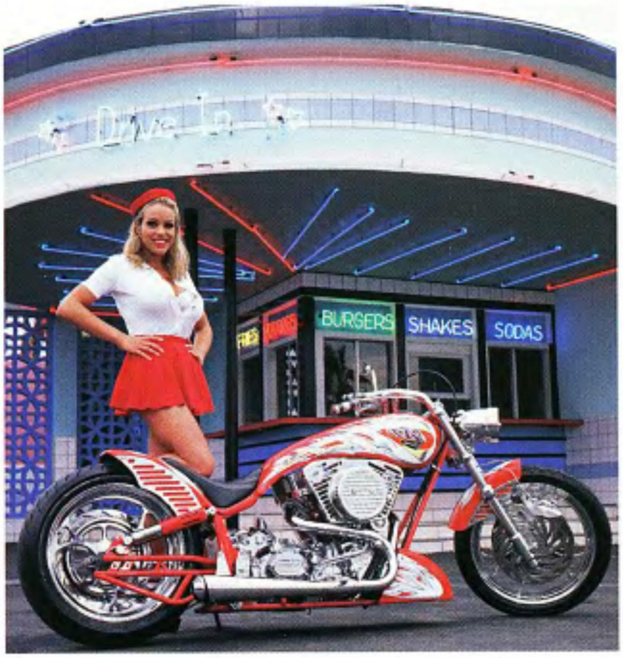
See Us At The Motorcycle Expo - Sturgis Community Center

Arlen Ness had just gotten back from Daytona Bike Week and was still shaking the sand out of his boots when we spoke to him at his San Leandro, California, "Center for the Custom Arts," as we call his facility, known internationally as the benchmark for custom motorcycles. We had just photographed his latest pièce de résistance, a bike Arlen calls "Red Rocket," a name inspired by its massive power-to-weight ratio and its distinctly hot rod personality. →

ARLEN'S RED ROCKET

NON-GLARE LAUNCH VEHICLE

"I had been building body bikes for some time and wanted to try something different," Arlen told us, "a street rod where the motor takes center stage." In this case center stage is occupied by a 1998 vintage FXR S&S 100-cubic-inch engine, a 4-inch bore design Arlen liked so much that he's acquired several more for projects in the works.



The bike was built for lightness to allow the 100-inch mill to launch in with minimum gravity effect. This extends to the Bob Munroe handmade chrome-moly frame based around a modified Ness frame. It was modified to allow for the dramatically low seat accommodations. "I did add some extra padding to that seat to make the ride more comfortable," Arlen adds. One look at the zero-body-fat bike, and you understand why the extra seat stuffing is required. But Arlen says the ride is remarkably smooth, the product of the "square" engine design in combination with Arlen's hot new overhead cam conversion and the rubbermounted frame. As for the overhead cam modification, enthusiasm is running sky high, and you'll be able to have your own in the year 2000, with a bunch of Ness accessories to go with it.

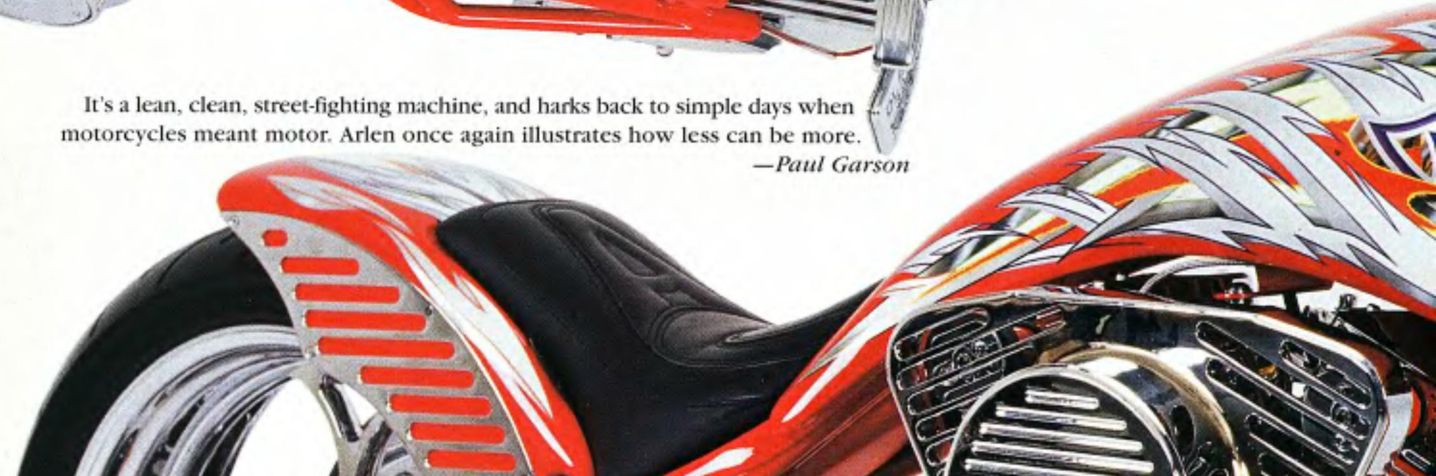
Arlen made up the trick front end sliders, which allow for the axle to be moved forward; plus, you can raise and lower the bike 3 to 4 inches, something he's done on a couple of his other personal bikes. He also took a pair of Ness wheels and trimmed a lot of metal away to go with the lightweight mandate. The brakes are in the heavyweight department: 13-inch discs with 6-piston calipers. The swingarm was cut from chrome-moly as well, while prep work for the Ferrari red paint was done by Team Ness members. Molding was handled by Jesse Diaz, base coat paint was by John Nelson, and Carl Brouhard created the graphics. Ness parts incorporated on Red Rocket include the gas tank, forward controls, headlight, bars, risers, pegs, primary cover, brake/pulley combo, grips, triple trees, hubs, and taillight.

Red Rocket just flew back to U.S. shores from a couple of shows in Germany, and you'll also see it figuring prominently in Avon Tire's new ads, as Red Rocket is shod with a set from Avon, including the ultra meaty, killer-looking 18-inch 200 series mounted on a Ness 6-inch wheel.

This baby is officially listed as one of Arlen's personal rides, and will be seen at the upcoming Sturgis Rally and other major bike events, including Easyriders Rock-N-Blues Festivals.

It's a lean, clean, street-fighting machine, and harks back to simple days when motorcycles meant motor. Arlen once again illustrates how less can be more.

—Paul Garson



Owner:	Arlen Ness
City:	San Leandro, California

General

Fabrication:	Team Ness
Year/make:	1998 Ness
Model:	FXR
Assembly:	Team Ness
Chroming:	Hi-Lustre
Polishing:	Fernando

Engine

Year/model:	1998 overhead cam V-twin
Rebuilder:	Jeff Border
Ignition:	Dyna
Displacement:	100 cubic inches
Lower end:	S&S
Pistons:	S&S
Cases:	S&S
Heads:	S&S
Cam:	Crane
Carb(s):	S&S
Pipes:	handmade
Modifications:	S&S balancing, JIMS lifters, custom air cleaner

Transmission

Year:	1998
Modifications:	JIMS gears

Paint

Molding:	Jesse Diaz
Painter:	John Nelson
Color/type:	red/House of Kolor
Special paint:	Carl Brouhard

Frame

Type:	Ness special
Builder:	Bob Munroe, Ness
Shocks:	Fournales
Modifications:	35-degree rake, 5-inch stretch, lower seat

Accessories

Bars:	Ness
Handlebar controls:	Ness
Fenders:	handmade
Headlight:	Ness
Taillight:	Ness
Pegs:	Ness
Foot controls:	Ness
Electrics:	Crane
Gas tank:	Ness special
Oil tank:	in trans
Seat:	Danny Gray
Mirrors:	Ness
Grips:	Ness

Forks

Type:	wide glide
Builder:	Ness
Modifications:	2 inches under, Ness trees

Wheels

Front

Type:	Ness billet
Size:	19-inch
Tire:	Avon
Brake:	Ness

Rear

Type:	Ness billet
Size:	18-inch
Tire:	200 Avon
Brake:	Ness

Photos:	Jim Gianatsis

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FoxHunt

Meet February's Winner

Let's go campin'! That was practically the battle cry of your February Fox, Jamie, when we asked her if she had any preferences about where we did the photo shoot (like she had a choice!). So we sent her off to Tucson, Arizona, to hook up with our photog, Paul Martinez, and she was able to get the full feeling of camping out, without all the creepy-crawly things. Speaking of bugs, ever feel like setting yourself up financially for those later years? Well, Jamie makes her livin' setting up pension and 401K plans. Finally, an accountant worth lookin' at! When she's not crunchin' numbers, she enjoys going to drag races and rock concerts and working on her own Web site. Now here's a new one for ya: Point yer little browser to www.spinningjamie.com and you'll get an eyeful! Why? Well, Jamie enjoyed posing for all of ya so much, she's gonna do it *live* on the Internet! Yep, you'll even get to check her out in the bedroom, doin' what most of us do in there ... and we don't mean sleeping. No computer? No problem. Turn to page 99 and see her on a Bourget's stunner.

—Phil McKracken

Anne—Wisconsin

#701

"My first ride made me realize I belonged on the back of a Harley."

Celenea—Oregon

#702

"I was seven and my dad took me. I was scared and excited, but felt grown up and cool."

Denise—Washington

#703

"My first ride was in June '96. I was offered the ride of my life, and I haven't let go since."

Jeannie—Pennsylvania

#704

"My first ride was with one of my biker friends. I was scared, but I relaxed and let it set me free."

Mandy—Ohio

#705

"My first ride on a Harley was when I was eight. The wind took my breath away. I loved every minute of it"

Melissa—Ohio

#706

"I didn't want the ride to stop. In fact, when the ride ended, I didn't want to get off ... the bike, that is!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!

2. The release form on this page signed and a photocopy of model's driver's license.

3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #313 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes June 1, 1999. The voting deadline for this month's crop of cuties is June 30, 1999. We'll print the winner in the November 1999 issue.

Here she is, bros, the March 1999 winner in our monthly Fox Hunt, Jamie, #304, from Denham Springs, Louisiana. See more of her next issue.

313

FOX HUNT
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Model's Name__________
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I am ____ years of age, born__________
I will pose Full Nude __________
Model's Signature __________

Photographer's Name__________
Address __________
City______ State______ Zip ______
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Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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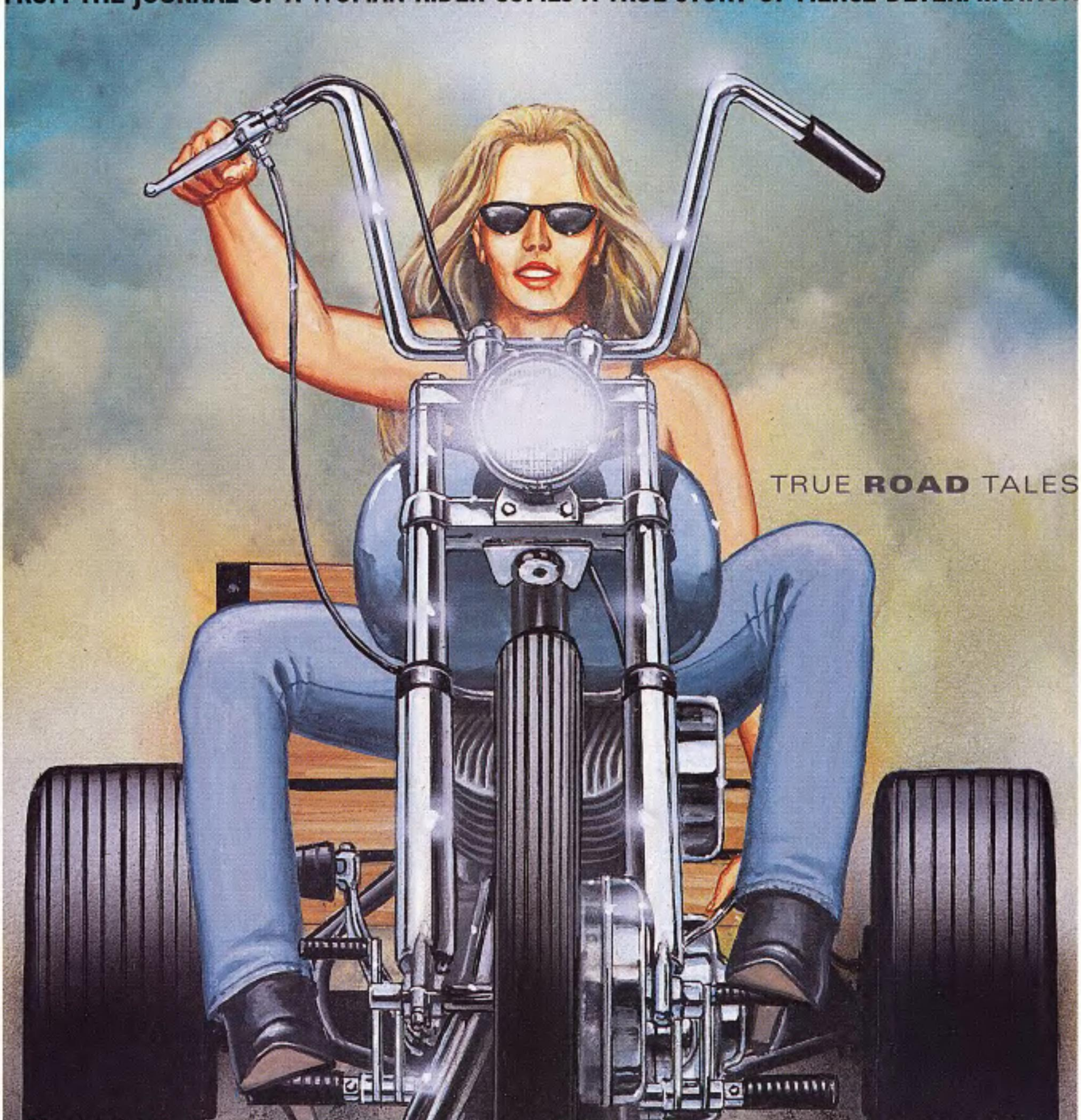
FROM THE JOURNAL OF A WOMAN RIDER COMES A TRUE STORY OF FIERCE DETERMINATION



TRUE **ROAD** TALES

You'd think that buying a motorcycle on Friday the 13th would really be asking for it—but not for me. I've never been superstitious, and I'm stubborn as they come. It all began with a neighbor of mine who owned a beautiful gray Harley. I "oohed" and "ahhed" over it from my porch, until one day he asked me if I wanted to go for a ride. One ride and I was hooked. Ten years later I was working for the classified advertising department of newspaper, so I put an ad in the classifieds that read: "WANTED—HARLEY-DAVIDSON TRIKE."

I Just Don't Give Up

I wanted a three-wheeler because they're unique ... and I gotta be different. Well that, and to tell you the truth, the thought of a big, solo Hog scared me. Nevertheless, when I received a phone call from a guy who told me he had a trike for sale, I could hardly wait for lunch break to go check it out. When I saw that motorcycle, it was love at first sight. I hated to walk away from it.

My dad was a moonshiner. We lived in Rocky Bottom, South Carolina, way up in the hills—three stop signs, no red lights. My dad was tight with his money, as all 'shiners have to be. But I never knew *how* tight he was until December 1986, when he gave me my inheritance. He said he wanted me to have it before he died. The unexpected windfall blew my mind. On the ride home from my dad's place, I was really excited, talking a mile a minute to my ol' man, Homer. I told him that the first things I wanted to buy were a Harley and a home, and we began to make plans. Now, for some crazy reason, I suspected that Homer thought I was gonna buy him a motorcycle. You know—he'd take me to the shops, pick one out, and I'd say something like, "That bike is huge! I can't handle that thing."

Then Homer would say, "Yeah, but I can ride you on it."

I think he missed the point. Back then, there were hardly any female riders in and around the South, and Homer reflected the common thinking of the period: The man wears the pants in this house, so the man is the one who'll take the little lady for a ride. Not surprisingly, he hit the roof when I came home on February 12, 1987, with news of the trike for sale. A three-wheeler, Homer informed me, was a sissy motorcycle, nothing a real man would ride. If we rode around on that "toy," he insisted, people would make fun of us.

Homer and I argued for hours, and he "forbade" me to buy the three-wheeler. But I couldn't help myself—this piece of metal was truly calling to me. So, the following day (ominously, Friday the 13th) I purchased a 1949 Harley-Davidson trike powered by a 45 Flathead WR engine. I named my new ride, "She."

The motorcycle was beautiful, and, thank goodness, came with a custom-built trailer. I didn't even know where to insert the key, let alone *ride* the beast. I knew absolutely nothing about motorcycles, and this scoot came with a suicide clutch, a kickstarter, a foot brake, and an extended front end, to cite only a few of the obstacles ahead of me. It also sported a homemade wooden box on the back. Soon, I

was up against the simultaneous tasks of learning mechanics, while battling with Homer over her.

To begin with, I couldn't get her to crank. She was running fine when I bought her, so I figured I must have been doing something wrong. About a month later, I decided to take her to a bike shop—a mistake. Seems the guys took one look at a big-titted blonde, and the $ signs suddenly skyrocketed. They pointed out "that awful crunching noise." And at the time, of course, I didn't know that a running Flathead normally sounds like it swallowed a handful of nuts and bolts. Apparently, neither did a professional mechanic—or did he? Anyhow, I shelled out $350 to repair the top end and valve guides—work which I now don't think was needed. Oh well, live and learn.

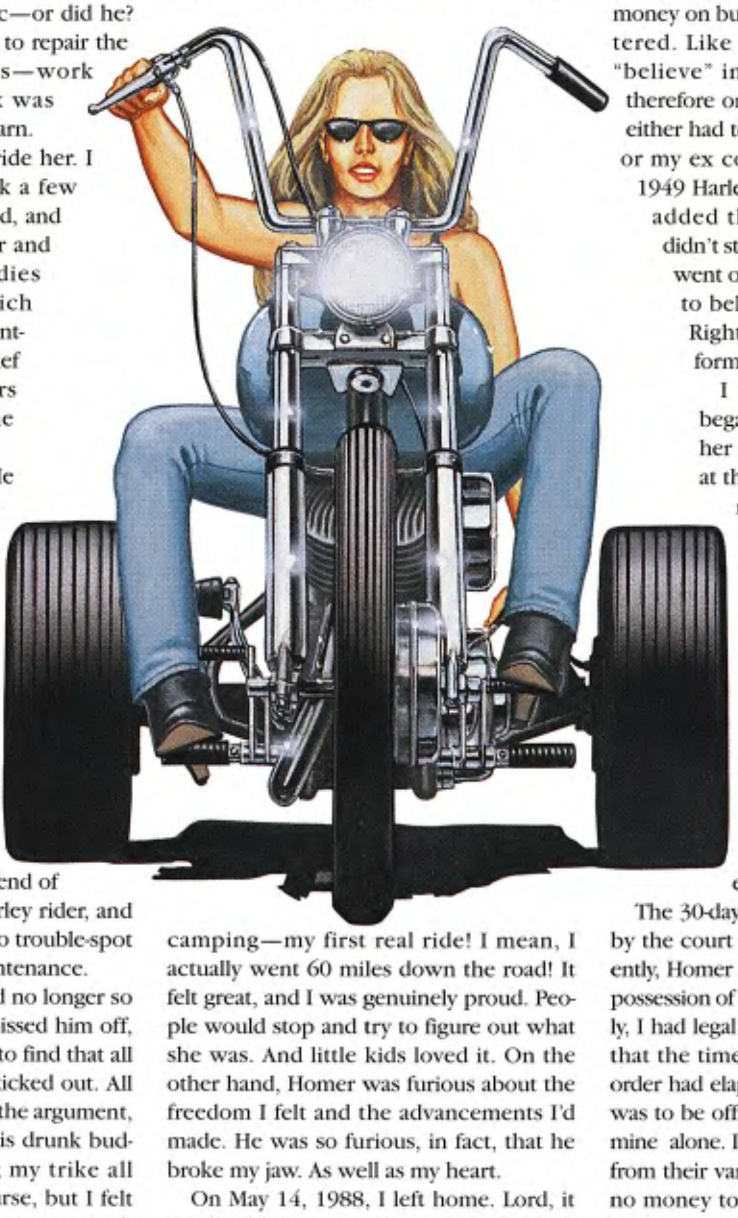
In April, I finally got to ride her. I took her around the block a few times, feeling scared, excited, and nervous all at once. Homer and his booze-saturated buddies were giving me hell, which brought me down and prevented my really enjoying the brief adventure. To make matters worse, a few days later she wasn't running again.

Homer hated the scoot. He wouldn't ride it, and he detested the thought of me riding it. All the while, I was unaware that when I'd go to work, he'd screw up the carburetor adjustment, move the points, or just do most anything to keep me from riding her. Mostly it was minor crap, but I didn't know how to fix the problem. Then Homer made the mistake of introducing me to Eric, a new friend of his. Eric was a long-time Harley rider, and he began to teach me how to trouble-spot and how to do my own maintenance.

The fact that Homer could no longer so easily screw with my bike pissed him off, and one day I arrived home to find that all the front spokes had been kicked out. All hell broke loose, and during the argument, I learned that Homer and his drunk buddies had been sabotaging my trike all along. I was furious, of course, but I felt even more determined to learn every inch of her. No one but me, I decided, was ever gonna work on her, or hurt her again. She was mine, and nobody else was gonna throw a leg over her.

During the next few months, it was one thing after another. The guys would get plastered, take a part off the bike, and get rid of it. I'd hunt for months, and we'd all fight like hell. When I bought her, she was a show bike, all shiny and pieced together with care. Obviously, the more I took her out on the road, the more I had to replace. But her engine and tranny were strong, and my heart was strong for her. Everybody told me I should sell the bike and that I'd never get it to run right; after all, it was a show bike. I would respond by pointing out that I couldn't ride it if it were sitting unused, waiting for some show or other.

By Easter 1988, the trike was running fine. I rode her up in the hills to go



camping—my first real ride! I mean, I actually went 60 miles down the road! It felt great, and I was genuinely proud. People would stop and try to figure out what she was. And little kids loved it. On the other hand, Homer was furious about the freedom I felt and the advancements I'd made. He was so furious, in fact, that he broke my jaw. As well as my heart.

On May 14, 1988, I left home. Lord, it was hard for me to walk away. The final crisis had called for immediate action, and I couldn't take my bike with me. A few days later, I returned to the house, and found her torn all to pieces. I moved everything to a safe place, and began the repairs. By June, I had her running again. As before, the guys couldn't stand me. They hated the idea of a "girl" who thought she knew what she was doing. But at least I didn't have to live around them anymore.

Meanwhile, divorce proceedings were initiated, and in August, Homer and I met in court. I had an attorney, for what little good it did me. She never really tried to argue my side of the case. Homer, by contrast, had no lawyer, and they let him do all the talking. He wanted the Harley.

I showed the judge proof that I was the sole owner of the trike. I produced documents verifying purchase, along with all the receipts from places where I'd spent money on building her. But none of it mattered. Like Homer, the judge did not "believe" in women riders either. He therefore ordered that, within 30 days, I either had to pay my ex-husband $1,500, or my ex could take possession of the 1949 Harley-Davidson. When the judge added that "respectable" women didn't straddle motorcycles, I virtually went out of my mind, simply unable to believe what had taken place. Right then and there, I began to form a plan.

I went straight home and began dismantling her. I removed her main parts and stashed them at the homes of various friends. I removed the engine, tanks, and transmission. I was determined that Hell would freeze over before I'd let Homer have my bike. But if, by chance, he *did* get the motorcycle, the only thing left that would be real Harley, would be the frame. And wouldn't you know it—while taking her apart, I discovered that my frame was cracked. Jeez—would it ever end?

The 30-days execution period specified by the court order passed quickly. Apparently, Homer had been afraid to come take possession of the three-wheeler. Immediately, I had legal documents prepared, stating that the time for execution of the court order had elapsed, and, therefore, the bike was to be officially registered as mine and mine alone. I began gathering up her parts from their various hiding places. But I had no money to begin repairs, so the three-wheeler sat idle once more—this time, for six months. I'd sit in the yard, crying and polishing. I couldn't stand to see rust on her.

But in March of 1989, I finally received my income tax refund. I immediately got the frame sandblasted and welded. Next thing you know, I had the bike in a

hundred parts, looking like a skeleton—no skin, guts, or veins. I couldn't afford to put her in the shop, so I resigned myself to the fact that I'd just have to learn as I went along. But—and I must admit, a bit to my surprise—my friends came to help me. Maybe they just finally realized that I wasn't going to give up.

I made my first attempt at parts hunting at a swap meet in April—no easy task. I didn't really know how to do it, and the knowledge I'd gained over the past two years made me mistrust the vendors. I did find an oil pump, however. I knew it was the correct one, because I had the old one with me.

Rain soon became my enemy, because whenever it rained, I couldn't wrench. All I can say is, if you're not a patient person, don't buy an antique motorcycle. A couple of weeks later, I hunted through another swap meet. But the vendors would just shake their heads and ask if I wanted to sell it. No parts. But I kept at it. I damn sure didn't give up.

In May, I painted my trike silver blue, using spray cans, of course. But there is no bondo on the frame—just fiberglass. I was happy, because it was approaching time to put her back together. And, on June 11, 1989, I kicked her over! She sounded like music to my heart. A couple of years rolled by, and all the while, I polished her faithfully. Eric and I (remember Eric?) began dating, and before long, we went in with some friends and rented a place. Eric began helping me wrench on the bike. He took such an interest in her that it touched my heart. On February 5, 1991, I kicked her over, and 'round the block I went.

That same month, a bike show was coming up at the Memorial Auditorium in Greenville, South Carolina. Eric wanted to enter the trike. I didn't think she could win—you know, what with the homemade wooden box and spray can paint job. But she was certainly unique; that was undeniable. So I entered her ... and won first place!

There is something else about that show that will always remain special to me. Lots of people were coming by and checking out the trike's homemade parts. Whenever someone said something like, "Nice bike, man," Eric would answer, "It ain't mine—it's hers." Seeing the same local bikers that I knew back in 1987 made me want to let them know that, just because I had pushed her in, didn't mean that she wouldn't run. So I told Eric I wanted to ride her out of the auditorium after the show was over.

I kicked her over, and what do ya think happened? The kicker pedal broke. I turned to my son, James, and asked, "Would it embarrass you to give me a push?" Hell, no, he told me. So he pushed, I popped the clutch, and roared straight into the elevator! (That building isn't very long.) I screeched to a stop, but I gotta confess that it scared me plenty. But now I could see a different look in the men's eyes. Hmm ... maybe this chick is a biker after all.

That June, tragedy struck our family. We lost Eric, and I lost my mind. Suddenly, I had no interest in the bike. Every time I tried to work on her, all I could do was think about my former wrenching partner. It was a hard hand to play. My bike sat unused till October of the next year, 1992. On the 6th of that month, which happens to be my birthday, I came home and found that my brother, Terry, and my son, James, had rolled her out of the barn. "Don't ya think it's time you started riding again?" they asked. We began reviving the engine, and, finally, I was in the wind again, although the bike ran poorly. By July 1993, I could take her out a little more often, and a bit farther—and still without a chase vehicle. I hate to repeat myself, but I refuse to give up.

"Don't ya think it's time you started riding again?" they asked.

In September, I went on my first run, only to have a bolt back out and fall in the cam case. I tried and tried, but I couldn't fix it. Them gears are tricky things. Finally, I called Pete Hill Motorcycle Shop. Pete is the only wrench I really trust, and he is also my mentor. Pete had no room in his shop for a trike, but when he told me to pull the engine and then he'd take a look at it, I couldn't help blurting, "What? I can't take that engine out by myself!"

Pete's response was a simple, "Bullshit." So I pulled the engine myself, Pete fixed it, and in October, I got to ride to my first biker party—Biketoberfest. Talk about being proud! Not only was I kicking her over and riding her in, but also, I could tell ya how to take her apart and put her back together again. The same familiar bikers were there, naturally. But this time, they began telling me I had finally won their respect. It was pure satisfaction to be accepted as a true biker. Today, of course, there are many more female riders.

In December 1994, the trike was still running dependably, but on July 4th of the following year, while riding down the road, I heard something that gave me a sinking feeling in the pit of my stomach. I took her to Pete, and, sure enough, she needed a rebuild.

The rebuild cost me over a $1,000—a fair price. But there was still lots of work ahead, and it wasn't until March of 1997 that I finally got her up and rolling. The scoot seemed to be running well, but I could tell something was wrong. To my horror, I discovered that my rear head was cracked. Soon I also discovered that, because she's such a rarity, no one in the next six states wanted to touch her with a welding torch. To make matters worse, it turned out that you can order new 45 heads, but no 45WR heads.

With hope fading, I got on the Internet and was lucky enough to run across a company called Finder's Service. For some reason, I had thought that about 600 WRs were made. But then Mrs. Luback, the owner of Finder's Service, did some research. To my surprise, she learned that only 121 WRs were manufactured. Furthermore, they produced no remake parts, which made the situation seem hopeless. But it wasn't.

Even though the racing circuit doesn't ordinarily even expedite outside jobs, Mrs. Luback turned up some guys who thought it was cool that some chick in the South had a WR running. So they agreed to help me. I shipped the head out to California. It took a month (it seemed like an eternity) for them to get a chance to check it out. But one day they called to say the head had been repaired and was on its way home. I was in the wind once more!

I guess the moral of this story is simply: Never buy a bike on Friday the 13th. The story wouldn't, of course, have taken place as it did without all the friends who helped me—Jesus, James, Eric, Pete, Terry, Andy, Hillbilly, Ally-O, and my teacher, Wolf.

Oh, just one more thing. Did I mention that I just don't give up?

—*Rebecca "Hussy" Atkinson*

Then there was the scooter tramp who married Miss Right—he just didn't know her first name was Always.

Ford
Austin, Texas

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

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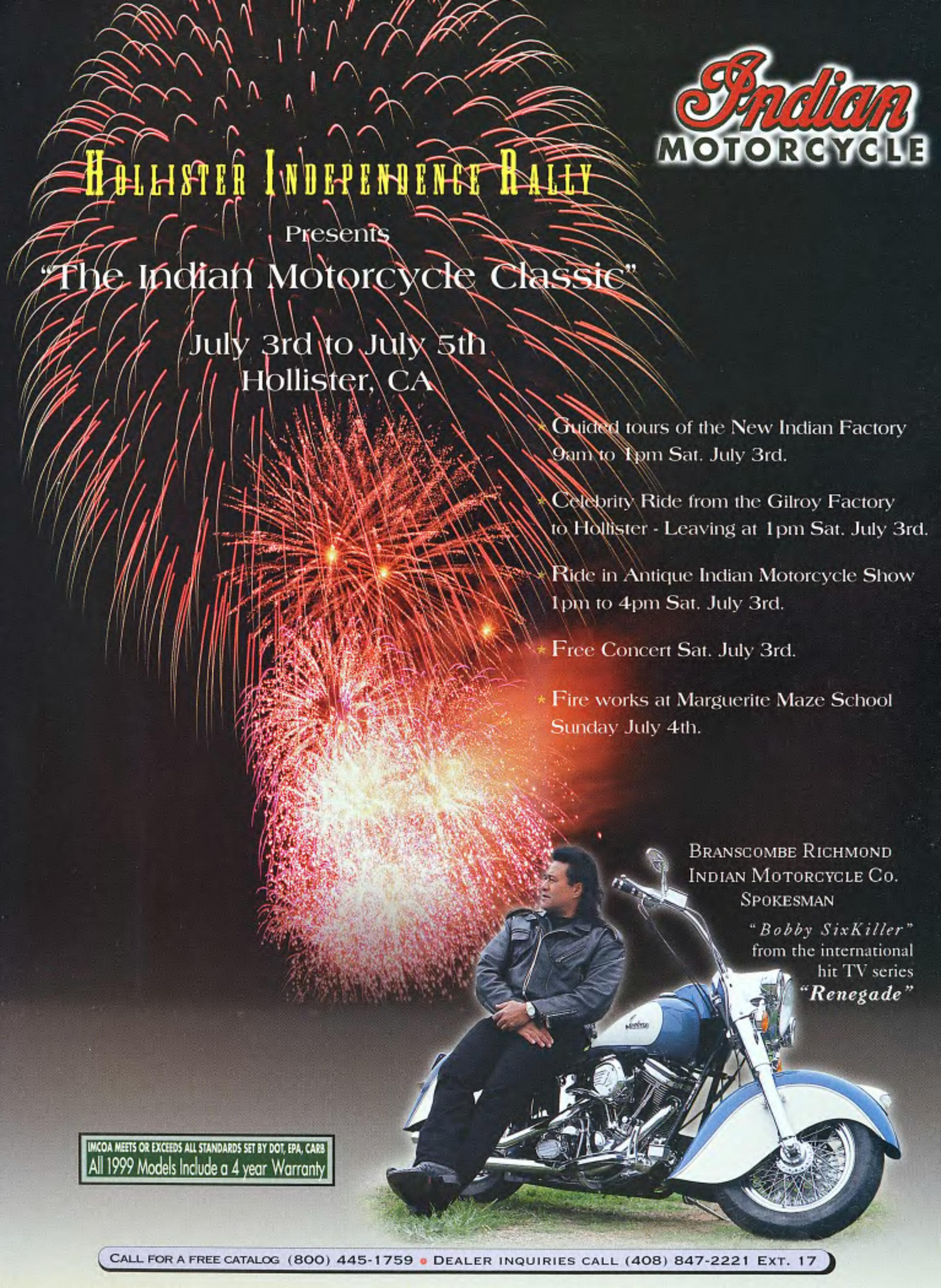

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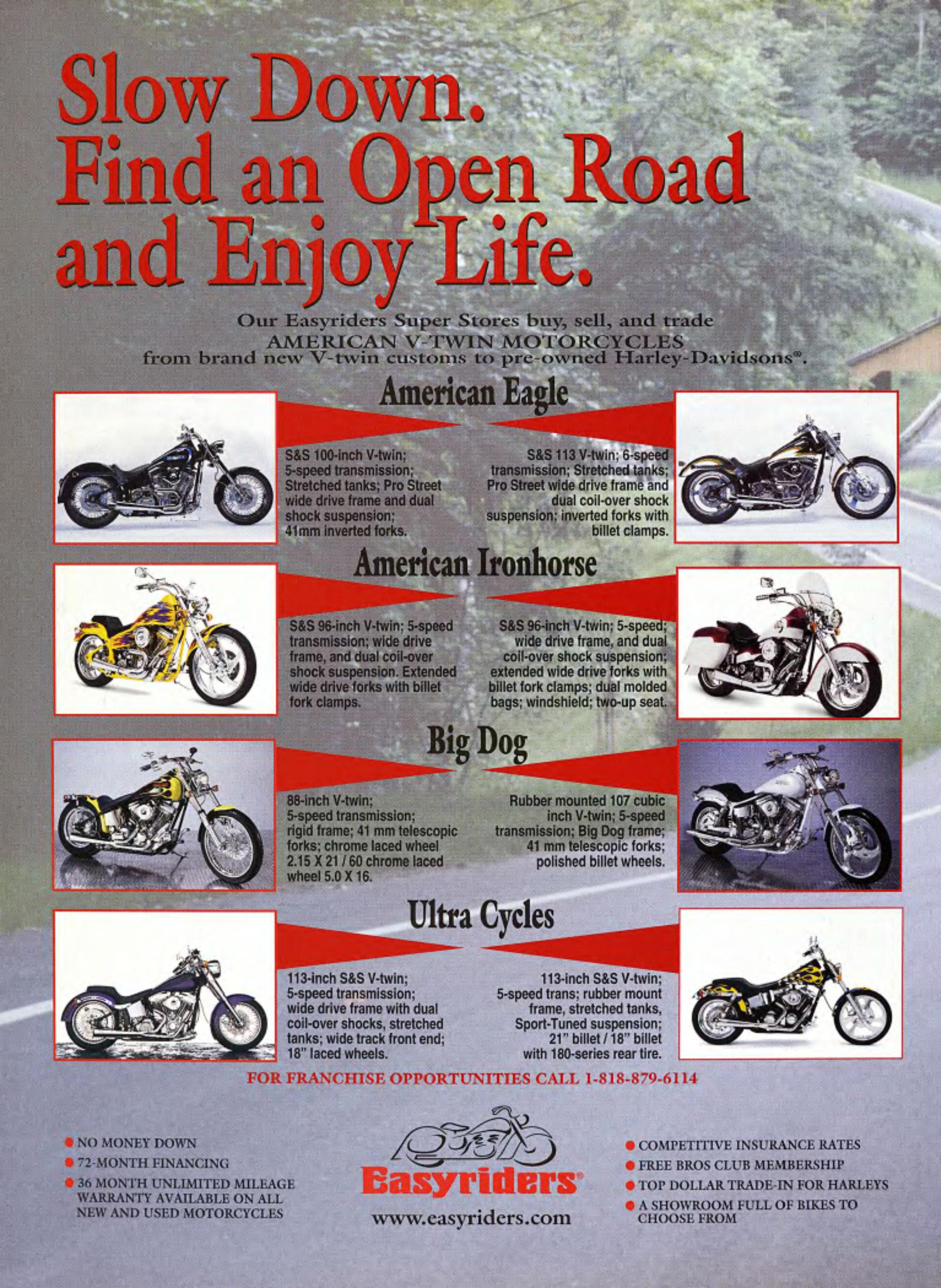
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113-inch V-twin; 5-speed transmission; Confederate design frame; rider and passenger seat; Paioli inverted forks; Works rear suspension; ISR full floating brakes.

Panzer

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; Jenkins rubber mount frame; Panzer hydraulic, wide track forks with billet clamps; laced wheels.

Rubber mounted Neo-Pan, 84-inch, V-twin; 5-speed transmission; nostalgic fenders; Jenkins rubber mount frame; wide track forks with nacelle headlight; laced wheels.

Pure Steel

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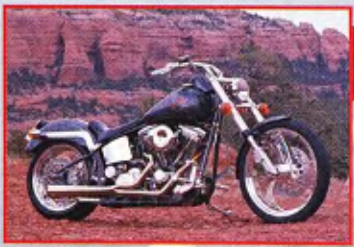
S&S 96-inch V-twin; 5-speed transmission; Daytec/Pure Steel frame with dual coil-over shocks; stretched tanks; wide track nostalgic forks; 17" laced wheels; 11.5" disc brakes.

Titan



96-inch V-twin; 5-speed transmission; tubular frame with adjustable torsion bars; inverted forks; 13" floating disc/ 11.5" polished stainless steel disc with PM calipers.

96-inch V-twin; 5-speed transmission; tubular steel frame with djustable shocks; wide track forks; dual 10" stainless discs/ 11.5" stainless disc with PM calipers.

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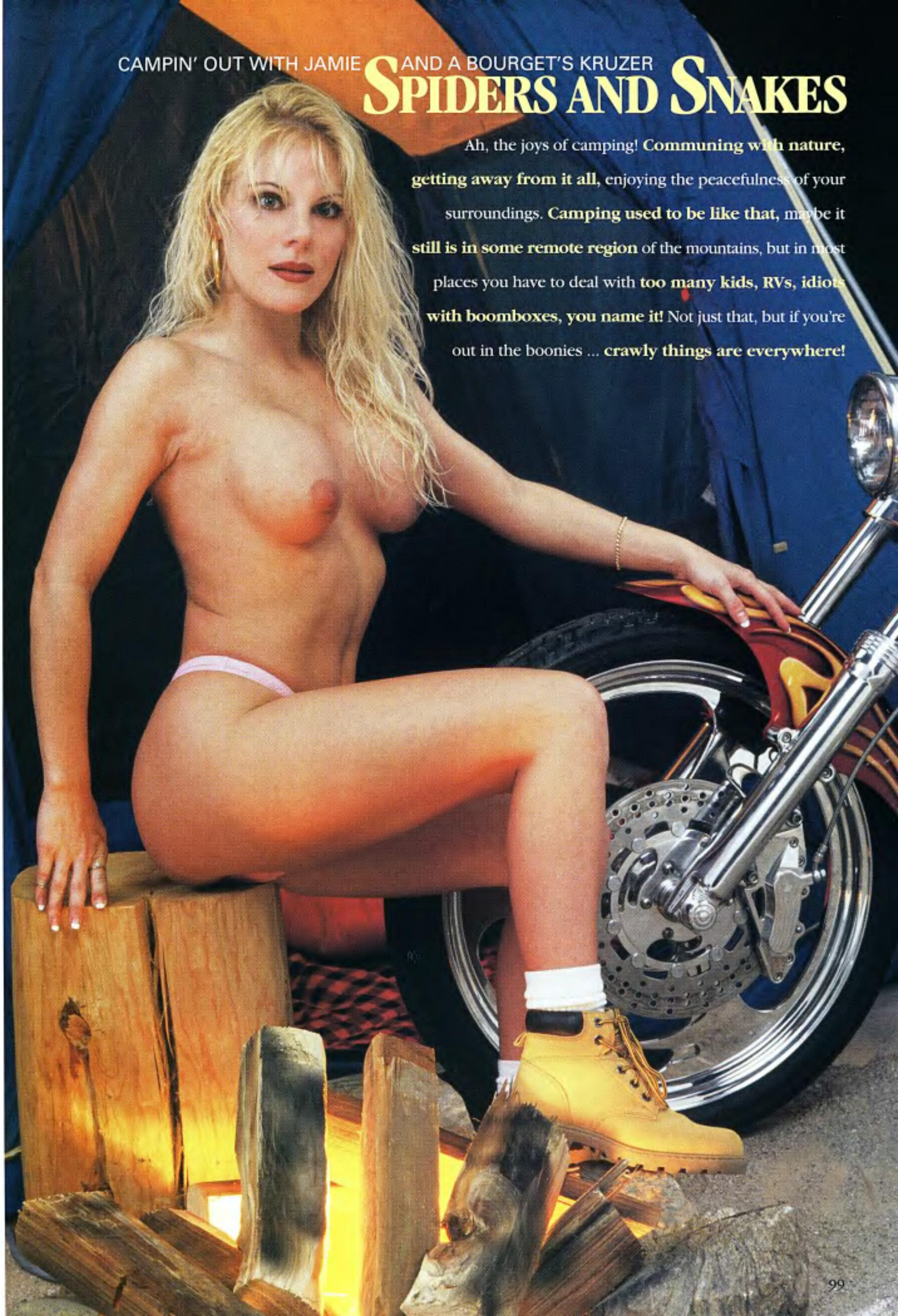


CAMPIN' OUT WITH JAMIE AND A BOURGET'S KRUZER

SPIDERS AND SNAKES

Ah, the joys of camping! **Communing with nature, getting away from it all,** enjoying the peacefulness of your surroundings. **Camping used to be like that,** maybe it **still is in some remote region** of the mountains, but in most places you have to deal with **too many kids, RVs, idiots with boomboxes, you name it!** Not just that, but if you're out in the boonies ... **crawly things are everywhere!**

Spiders, scorpions, snakes, unidentifiable creatures with glowing red eyes, mothers-in-law, you name 'em, they're out there. Not on this trip, though. This time our illustrious photog, Paul Martinez, was shooting this Bourget's 1999 Kruzer, and the only thing that slithered into the studio was our Fox Hunt winner, Jamie!

Let's get one thing straight (not *that* thing!), we don't consider Jamie to be one of those creepy-crawly things, but if we had the choice of what we wanted slithering into our tent, it would have to be her! But since this is a bike feature, I guess we should talk about the bike. This bike, which belongs to the boys of Southern Motor Cars in Houston, Texas, is manufactured by Bourget's Bike Works (BBW) in Phoenix, Arizona. BBW has been manufacturing bikes for several years, with models ranging from street cruisers to nitrous-breathing chopped screamers.

The Kruzer is one of BBW's newest models. According to company prez, Roger Bourget, "Bourget's Bike Works is truly a manufacturer of motorcycles, not an assembly line company." With more than eight different styles, 12 different frame designs, and a list of quality components longer than the Starr report, the probability that two BBW bikes looking

the same are pretty slim. This Kruzer has a 113-cubic-inch S&S engine, with the heads shaved .030 over by BBW, and includes a Crane ignition and Andrews trans to complete the power plant. The patented BBW Kruzer frame has a 40-degree rake and 5 inches of stretch. With a seat height of 20 inches and a ground clearance of 3 inches, this is not a beginner's bike! The combination of rake, stretch, and ground clearance—not to mention the dual nitrous bottles mounted into the tank—would make this unbearable to operate for a novice. But if you've been riding for a couple of years and like some comfort with your speed, this is the bike for you.

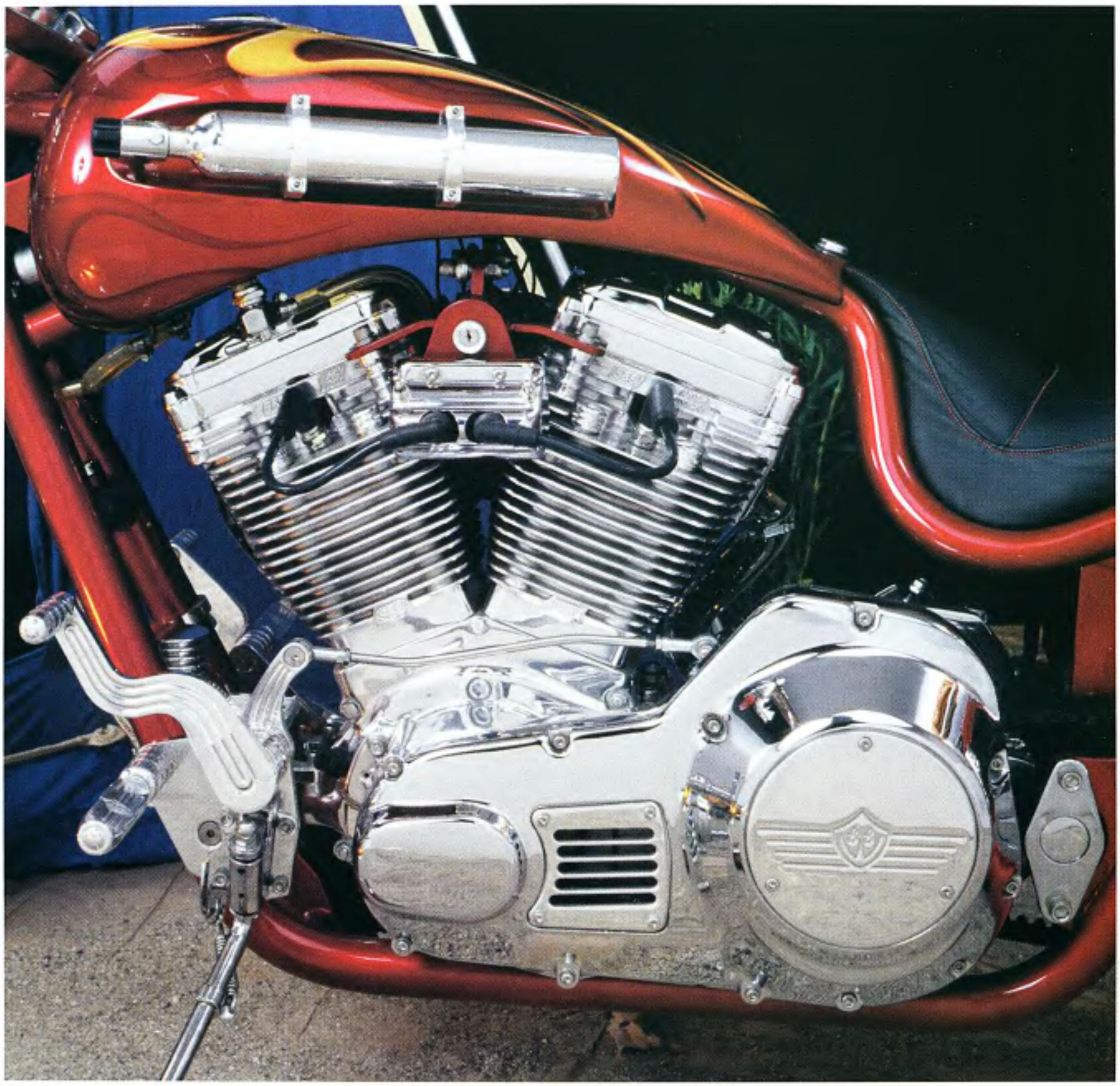
As we've said, if you've been riding for a few years, the handling on this bike is better than you would expect. Now, with the big fat rear tire and a 21-inch front, you aren't going to be leaning this baby into the canyon, trying to keep up with all the rocket rides. However, get this out on an open road, and flick on the nitrous, and you'll be eating dinner by the time they catch ya! The BBW foot and hand controls are very accessible to the rider. You aren't straining to reach them—unless you're vertically challenged—and they fit the bike (unlike using a set you might find in a catalog, hoping they fit your bike. BBW manufactures most of its accessories, unlike many companies that use aftermarket parts. Yes, BBW uses aftermarket parts as well, but works with its manufacturers to make those parts to BBW specs.

All things being equal, this Kruzer, although not made for everybody, is one helluvan asphalt burner. Even if this model isn't the one for you, with all the models available through BBW, there has to be one that will fit your needs. Want more info? Contact Bourget's Bike Works, 1433 N. 26th Ave., Phoenix, AZ 85009; (602) 278-1699.

Getting back to our camping fantasy ... while sitting here dreaming of all the possibilities of camping with Jamie—you know, crawling into the tent, etc., etc.,—something occurred to me. Did you know that the average person swallows eight spiders per year in his sleep! Open wide and say nighty night!

—Sherwood O'Dunner

S&S
S&S



Owner: ....Southern Motor Cars
City: ....Houston, Texas

General

Fabrication: ..Bourget's Bike Works
Year/make: ....1999 BBW
Model: ....Kruzer
Assembly: ....BBW
Chroming: ....Charlie's Polishing

Engine

Year/model: ....1999 S&S
Ignition: ....Crane Hi-4 C
Displacement: ......113 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ..S&S, shaved .030 by BBW
Cam: .... .562 lift
Carb(s): ....S&S G
Pipes: ....Dyno power
Modifications: nitrous system, BBW balancing, S&S air cleaner, lifters

Transmission

Year: 1999
Modifications: ....Andrews gears

Frame

Year/type: ....1999 BBW Kruzer FXR
Builder: ....BBW
Modifications: ....40-degree rake, 5-inch stretch

Paint

Molding: ....Deano's
Painter: ....Krash
Color/type: ...red with ghost flames/ House of Kolor
Special paint: ....butterscotch abstract flames

Accessories

Bars: ....BBW monster bars
Handlebar controls: BBW/JayBrake
Fender(s): ....BBW
Headlight: ....Headwinds
Taillight: ....BBW
Speedo: ....mini
Pegs: ....BBW
Foot controls: ....BBW
Electrics: 12-volt
Gas tank: ....BBW, NOS in tank
Oil tank: ....BBW
Oil system: ....BBW
Seat: ....BBW Kruzer
Mirrors: ....none
Grips: ....BBW

Forks

Type: 44mm
Builder: ....BBW

Wheels

Front

Type: ....BBW Razor
Size: ....24 X 2.125
Tire: ....Pirelli
Brake: ....JayBrake w/BBW floating rotor

Rear

Type: ....BBW Razor
Size: ....17 x 5.50
Tire: ....Pirelli 200
Brake: ....JayBrake w/BBW rotor
Photos: ....Paul Martinez

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We're pumped up about the expansion and upgrading of one of Easyriders, Inc.'s, premier titles, *Quick Throttle*.

Quick Throttle quenches your thirst for high performance and your need for custom know-how with the best go-fast products, coolest two-wheeled hot rods, and in-depth techs found anywhere. Now the magazine has expanded its technical presence and includes the wildest white knuckle rides in the custom and cruiser arenas as well. This makes *Quick Throttle* the ultimate technical and "how-to" periodical on the newsstands today.

This focus on the wrenching side of riding, coupled with outstanding photography and world-class event coverage, is sure to make the new *Quick Throttle* every rider's favorite technical read.

Departments include our eye-blasting bike features, two hardhitting editorials covering the motorcycling world from top to bottom, and six tech articles with step-by-step tips to benefit everyone from the career mechanic to the backyard builder. Our expanded news section features custom as well as racing and industry news, and a readers' pictorial section, combines readers' rides with occasional dyno run articles.

Readers tell us they're blown away by the new look, so check with your local shop or magazine retailer for the new *Quick Throttle*. And if you don't find *Quick Throttle* in your favorite store, be sure to ask for it. —*Oz*

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Chrome Lower Legs..E-113..........$599.95
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Polished Lower Legs..E-108..........$499.95
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FLH.........E-59A
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E-972A..........Softail 85-89
E-972B..........Shovelhead 4 spd.
E-972C..........FLT-FXR 90 & later
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W/Andrews gears
$1294.95
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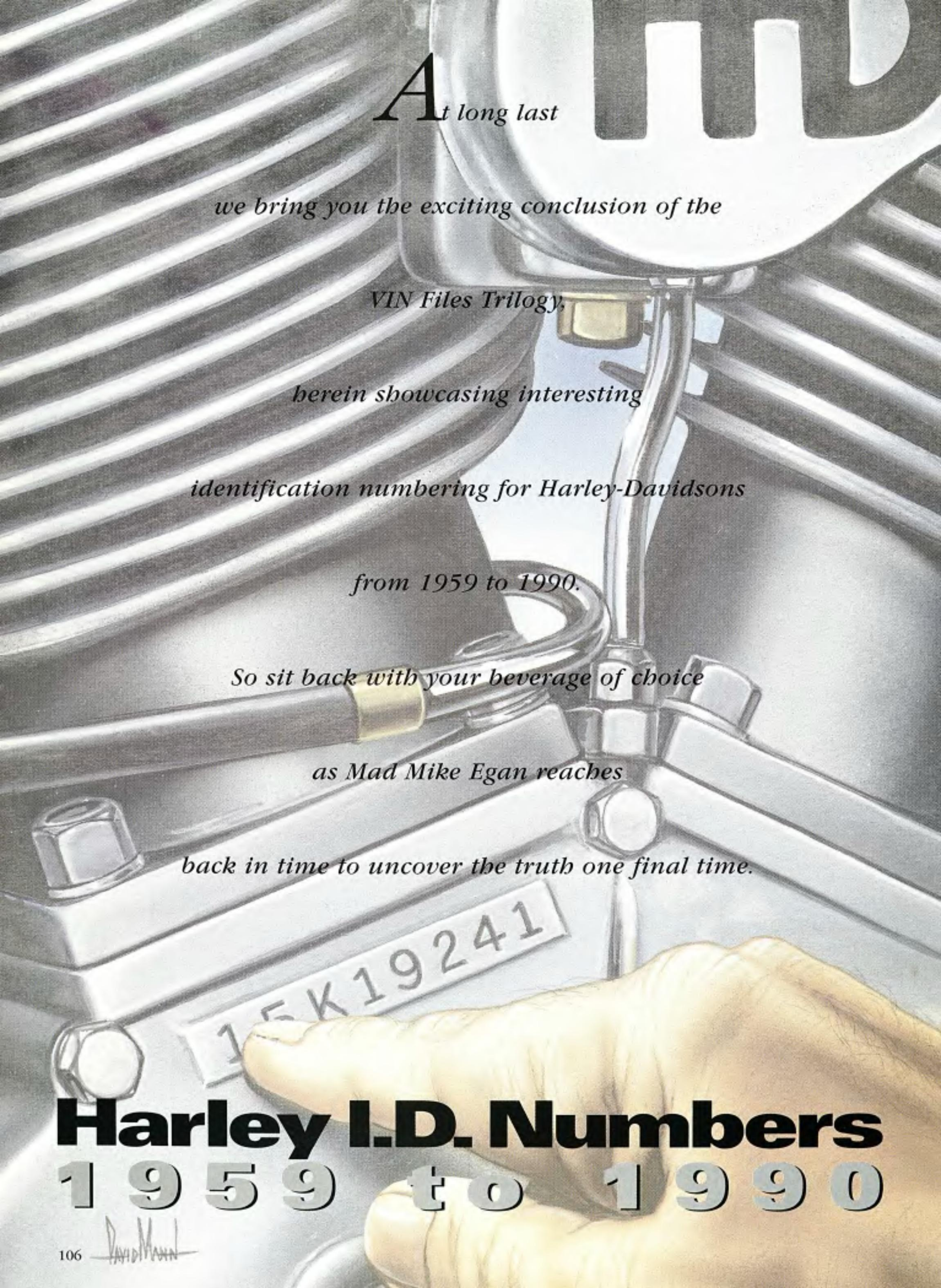


At long last

we bring you the exciting conclusion of the

VIN Files Trilogy,

herein showcasing interesting

identification numbering for Harley-Davidsons

from 1959 to 1990.

So sit back with your beverage of choice

as Mad Mike Egan reaches

back in time to uncover the truth one final time.

Harley I.D. Numbers
1959 to 1990

1959 Production 12,347 units. A very mild cosmetic facelift was applied to models for '59. Only the XLC was dropped from the line and the XLCH became legal with a headlight, horn, and mufflers. Seventy-three units of the A-Topper motor scooter model were produced. The engine prefix number was 59A.

If you don't already suffer from current sticker shock, here's a look at the prices for 1959 models:

FLHF	$1,345	FLH	$1,345
FLF	$1,280	FL	$1,280
XL	$1,175	XLH	$1,200
XLCH	$1,285	B	$385
ST	$475	STU	$475
G	$1,500	GA	$1,470
A-Topper	$425		

1960 Production 15,728 units. The nacelle headlight cowl was born for FL models. H-D purchased 50 percent of Aerimacchi of Italy to compete with the Japanese and British smaller bike market. The name "Super" was used with several models for 1960. The BT 165cc Single was titled the Super 10, the FLH was a Super Sport, the XLH was called a Super Sportster, and the XLCH was labeled the Super CH Sportster.

There were 3,801 Topper scooters produced. The 125cc B-Hummer was no longer offered. The 165cc ST and STU lightweights were replaced with the BT and BTU Super 10 lightweight two-strokes.

- 60-A model was the 165cc two-stroke Topper scooter.
- 60-AU model was a Topper with restricted intake for under 5hp.
- 60-BT model was a 165cc Super 10 Lightweight with 6hp.
- 60-BTU model was a 165cc Super 10 Lightweight with 5hp.

1961 Production 10,497 units. Model lineup remained relatively unchanged. FL and FLH models received new "single-fire" ignition systems. The first Harley/Aeramacchi model to emerge was the Sprint C 250cc single-cylinder 61-C model. The A-Topper was superseded by the 61-AH-Topper with new 9BPH hi-compression engine. The engine number prefix was 61AH.

1962 Production 11,144 units. Of the 16 new models offered, seven were in the lightweight division. A VIN engine number code that was initiated in 1958 wasn't put into service until this year. The Bobcat, Ranger, Pacer, and Scat were all upgraded 175cc two-strokes made in Milwaukee between 1962-1966.

- 62-BT and 62-BTU Pacers were 175cc street legal bikes.
- 62-BTF Rangers were off-road models.
- 62-BTH Scat models were on/off-road bikes.

1963 Production 9,873 units. The models remained about the same as 1962. One thousand five hundred fifty Sprint-H model 250cc four-stroke, the Scrambler/Trials companions to the street Sprint-C were produced.

1964 Production 13,370 units. Big news for 1964 was that the venerable Servi-Car received an electric starter and 12-volt charging system. 725 of the GE model Servi-Cars were produced. The G and GA engine number prefix letters were dropped. Twenty Sprint-CR racers from Italy were sold. One hundred new XLA Sportster Army 55-inch OHV V-twins were manufactured and supplied to the U.S. Army. The Topper-AU and Pacer-BTU were discontinued.

Willie G. Davidson was hired on as director of the styling department. He pioneered the "Night Train" Super Glide FX in 1971.

1965 Production 25,328 units. Four new big twin models boast 12-volt charging systems and electric starters in the FLB lineup. The letter B stands for electric start on the FL and FLH models. The 50-M model was a 50cc two-stroke single that boasted 180 miles per gallon. Nine thousand of the M-50s were produced that year.

- 65-FLB Electra-Glide 74-inch Panhead, hand shift.
- 65-FLFB Electra-Glide 74-inch Panhead, foot shift.
- 65-FLHB Electra-Glide 74-inch Panhead, hand shift.
- 65-FLHFB Electra-Glide 74-inch Panhead, foot shift.
- 65-CRS Sprint 250cc racing model.
- 50-M 65cc step-through from Italy.

In October 1965, George Roeder broke the Land Speed Record in the 250cc class on his 177-mph Sprint-CR. Also, 1965 was the last year of the Panhead.

1966 Production 36,320 units. The new Shovelhead motor makes big news. With the exception of the Shovelhead introduction, the model designations and engine prefixes remained the same. The jump in production numbers was caused by the production of 15,000 M-50 and M-50 Sport models.

This was the last year of the American-made lightweights. Aeramacchi continued to make the lightweight bikes in Italy until 1978.

1967 Production 27,202 units. The new model offering remained virtually unchanged. The XLH Sportster got an electric starter and the XLCH retained its kickstarter. The 67-GE Servi-Car received a new fiberglass box. The

M-50 was updated with a 15cc increase and became the M-65.

1968 Production 26,000 units. New models were on idle. The only new model was the ML-125 S Rapido, an off-road two-stroke single machine from Italy.

Harley-Davidson was negotiating a merger with American Machine and Foundry (AMF).

1969 Production 27,375 units. Harley-Davidson was sold to AMF for $22 million. Model lineup nearly the same as the previous year. The Sprint SS and ERS Scrambler models were pumped up to 350cc. The ML-125 Rapido went from street to an off-road bike. 1969 was the last year that Harley's engine number VIN code was used. The traditional system using the first two digits of the year, the model letters, followed by the production number format, found its way into history.

1970 Production 16,669 U.S. units. New twin models were made in Milwaukee with the lightweights coming from Italy. A new lower end was designed incorporating an alternator charging system. This was nicknamed the "cone" motor. A "boat-tail" fiberglass rear fender debuted on the Sportster.

1970 was the first year that an identical frame and engine number were included in the VIN system using a nine digit coded numbering system that would be used through 1980. It was made up of a model code, serial number, a manufacturer's identification, and the model year. Stars were stamped at each end of both numbers. There is not enough room in this tome to list and discuss each model, so we will limit the following to big twins, Sportsters, Servi-Cars, and Racers.

The new VIN system production number begins with the 10,000 number group or higher for every model in this period. The following is an example of a 1970 FL-1200 model: *1A12345HO*.

The first two digits indicate model code. 1A = model FL-1200, FLP-1200 and FLPF low compression; Electra-Glide. The next five digits are the sequential production numbers: 12345. The next digit indicates the motorcycle manufacturer: H = Harley-Davidson Motor Company. The last digit designates the model year: 0 = 1970.

Example:

VIN Code	Model Name	MFG/Year
1AFL	1200Electra-Glide	H0/1970
2AFLH	1200 Electra-Glide	H1/1971
3AXLH-900	Electric-start Sportster	H2/1972
4AXLCH	900 Kickstart Sportster	H3/1973
5AGE	750 Servi-Car	H4/1974
1CXR	750 Dirt & Road Racer	H5/1975

Exception to this new rule is 1980's year designator as J0. The VIN code changed entirely in 1981.

1971 Production 22,650 U.S. units. The first FX Super Glide kickstart model debuted from the hands of Willie G. It was named "Sparkling America" because of its red, white, and blue paint scheme. The FX was the Night Train. Model code for the FX-1200 Super Glide was 2C. A hypothetical example of engine number for the FX-Super Glide: *2C10004H1*.

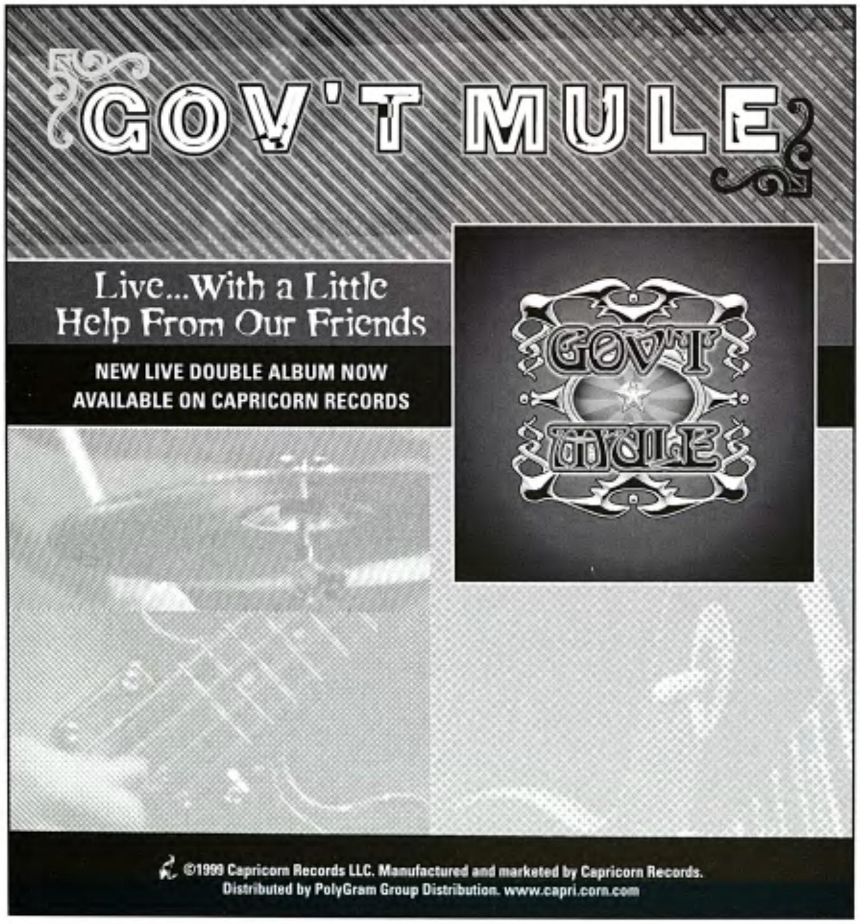
Late in 1970, Cal Rayborn piloted a factory-built single Sportster engine in a streamliner frame to a world record of 265 mph. AMF merges its name with the H-D logo and AMF shifts production to a WWII munitions plant in York, Pa.

1972 Production 34,750 U.S. units. Sportster displacement raised to 1000cc and called the XLH-1000 and XLCH-1000. Their model codes remained 3A and 4A. The 1200 and 1340cc twins used different codes. The XR-750 racers received an all aluminum alloy engine. Last year of the XLA Army Sportster.

1973 Production 37,525 U.S. units. The Milwaukee lineup was getting thin. The XLH, XLCH, FL, FLH, and FX make up a total of only five production twin models. The Sportster line lead in sales with 20,000 units. Sample VIN of last recorded year Servi-Car GE-750: *5A10000H3*.

1974 Production 40,430 U.S. units. The only new model news was that the FX got an electric start and was called the FXE-1200 Super Glide with model code 9D.

1975 Production 34,255 U.S. units. This appears to be the last year that the FLHF and FL-Police models were offered. The lower case numbering procedure changed during the year on the U.S.manufactured line of twins with the exception of the XR-750.



1976 Production 47,668 U.S. units. Ten new models appeared this year with about half as Special Editions titled "Liberty Edition" models. These featured black metal-flake paint with red, white, and blue accents celebrating America's bicentennial.

1977 Production 44,255 U.S. units. Willie G. comes up with two more custom models, the 77-XLCR Cafe Racer, and the 77-FXS-1200cc Low Rider, both geared to the young custom crowd.

Two other one-year-only, limited-edition models were the 77-FLHS Electra-Glide and the 77-XLT 1000cc Sportster touring model.

- Cafe Racer model code 7F. Sample: *7F10020H7*.
- XLT model code 2G. Sample: *2G10040H7*.
- FXS-1200 Low Rider 2F. Sample: *2F10030H7*
- FLHS Electra Glide model code 7E. Sample: *7E10050H7*

1978 Production 46,932 units. This year marked the 75th Anniversary for Harley-Davidson. To celebrate Harley produced special anniversary XLH (code 3A) and FLH-1200 (code 2A) models in black and gold trim. Last year for the FX-1200 kickstart Super Glide (code 2C). A new model was the FLH-80 Electra-Glide 1340cc model (code 3G). Sample: 78-FLH-80 model *3G10060H8*.

1979 Production 49,578 units. Three decades of lightweight models came to an end at Harley. This was also the last year for the FL 1200 Electra Glide model. Eight new big twin models were introduced to fill out the lineup.

- 79-XLS Roadster, a Sportster based on the FXS Low Rider. Model Code 4E. Sample: *4E10070H9*.
- 79-FLH-1200 Police Electra-Glide. Model Code 7H. Sample: *7H10080H9*.
- 79-FLH-80 Police Electra-Glide. Model Code 9H. Sample: *9H10090H9*.
- 79-FLHC-Electra-Glide-Classic 80. Model Code 3H. Sample: *3H10100H9*.
- 79-FXS-80 Low Rider. Model Code 7G. Sample: *7G10110H9*.
- 79-FXEF-1200 Fat Bob. Model Code 5E. Sample: *5E10120H9*.
- 79-FXEF-80 Fat Bob. Model Code 6E. Sample: *6E10130H9*.
- 79-FLH-Shrine Electra-Glide. Model Code 8K. Sample: 8H10150H9*.
- 79-FLH-Shrine-80. Model Code 1K. Sample: 1K10140H9*.

Note: Shrine models were supplied in 1979 and 1980 but were not listed in the production records of that year.

1980 Production 48,181 units. Four new big twin models were introduced; the 80-FLHS Electra Glide, 80-FLT Tour Glide, 80-FXWG Wide Glide, and the 80-FXB Sturgis. This was also the last year the FLH 1200cc Shovelhead powerplants were offered. Also in this year the federal government requested motorcycle manufacturers to design more foolproof VIN systems to deter theft, enhance enforcement, and fix limits for uniformity.

One mystery bike with no apparent records to verify its existence was the XLP Police Sportster, Model Code 8G. Evidence of the XLP was discovered in a list of interim VIN model codes; however, it has not shown up in any of the model or production figure lists.

1981 Production 41,606 units. "The Eagle Soars Alone." Vaughan Beals and a group of other H-D executives buy back Harley-Davidson from AMF. The 81-FLH Heritage, a retro-designed FLH, became a symbol of the buyout. A new VIN number system uses a 17-digit character system with standardized country origin, manufacturer, weight group, model and engine ID, introduction date and type, verification number, model year, assembly plant code and sequential production number. The new VIN became standard for a uniform ID system in effect worldwide to this day.

The 17-digit H-D VIN number is stamped on the frame. "Stars" are no longer used. An abbreviated engine number of 10 digits is stamped on the upper right side of the engine case. Replacement engine cases supplied by H-D are renumbered at the factory with the abbreviated 10-character number stamped on the upper left engine case. The new VIN system operates as follows:

Position in VIN	Classification
1	Country code, 1 = USA
2, 3	Manufacturer, HD = Harley-Davidson
4	Motorcycle Type 1 = Heavyweight (901cc and larger)
5,6,7	Model code (line, series, engine type & displacement) Line, series, and engine are "letter" coded.
8	Intro type 1 = Reg. Intro date 2 = Mid-year, 3 = California models or early '84 Sportster models. 4 = special trim models
9	Manufacturer code
10	Model year. Letters are coded for years: 1981 = B, 1982 = C, etc.
11	Assembly plant: Y = York, Pa. T = Tomahawk, Wis., M = Milwaukee, Wis.
12 - 17	Models' sequential production number

There were many different models manufactured through the 1980s. What follows is a sampling of big twin models and their VIN codes. The first two letters

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in the code are the Model Identifier while the third letter designates the engine type and displacement.

DB is the model identifier for the FLTC.

K or L following DB indicates engine type, as in K for 1340cc Shovelhead engine or L for 1340cc Evolution engine.

ABBREVIATED MODEL AND CODE CHART FOR BIG TWINS:

FLTS		FXRS		SOFTAILS	
Model	Code	Model	Code	Model	Code
FLTC Shovel	DBK	FXR Shovel	EAK	FXST Shovel	BHK
FLTC Evo	DBL	FXR Evo	EAL	FXST Evo	BHL
FLHTC Evo	DJL	FXRS Evo	EBL	FLSTC Evo	BJL
FLHT Evo	DDL	FXRT Evo	ECL	FXSTC Evo	BKL

Here's an example of what we've just detailed:

1981 81-FLH Electra Glide Heritage:
80-inch Shovelhead engine with 4-speed
Sample frame VIN: 1HD 1AJK11BY 110000
Sample engine VIN: * AJKB 110000 *

Frame 17 digit breakdown:

1 = USA, HD = Harley-Davidson, 1 = heavyweight, AJK = FLH Shovelhead 80", 1 = regular introduction date, 1 = Mfg. code, B = 1981, Y = York, Pa., 110000 production number.

Engine 10 digit breakdown:

* = star, AJK = FLH Shovelhead 80", B = 1981, 110000 = production number, * = star.

Note that stars are not part of the VIN, they serve as suffix and prefix for the engine number only. The model and year identifier "letters" and the production numbers are exactly the same on both the frame and the engine.

Try this one on your own:

1984 84-FXST Softail: 80-inch Evolution engine with 4-speed.
Sample frame VIN: 1HD 1BHL3 2DY 110000
Sample engine VIN: * BHLD 110000 *

1982 Production 29,771 units. The Sportster model celebrated its 25th Anniversary with the 82-XLSA and 82-XLHA in newly designed frames. The 82-FXR and 82-FXRS Super Glide were first year models with rubber-mounted powerplants and five-speed gearboxes. The FXB Sturgis was discontinued at the end of the year.

1983 Production 29,373 units. The birth of the Harley Owners Group (H.O.G.) set fire to membership drives through the dealerships. Harley offered

a stripped-down Sportster for just $3,995. A new first-year model was the FXRT Sport Glide (ECK) sport touring machine with the last year Shovelhead engine. The 83-FXDG Disc Glide and the 83-FLH Electra Glide close ranks with the 83-FXSB Low Rider by all three receiving belt final drives.

1984 Production 38,758 units. First year of the Evolution engine and the last year of the Shovelheads. The rubber-mounted models including the FXRS, FXRT, FXRP, FXRDG, FLTC, and FLHTC all got the new powerplant and five-speed transmissions. The Shovelhead with four-speeds could be found in the FXE, FXB, FXSB, FXWG, FLH, FLHS, and FLHX. Last year of the XR-1000 Sportster model.

1985 Production 34,424 units. This year found more big twin models receiving final belt drives. The 85-FXRC Low Glide Custom was a one year only offering. The 85-FXSB and 85-FXWG both retain four-speed trannys, all other big twin models have five-speeds for 1985. The 1000cc Sportster models were discontinued.

1986 Production 38,847 units. The 100th Anniversary of the Statue of Liberty was celebrated with limited "Liberty Edition" big twin and Sportster models. First year for the 883cc and 1100cc Sportster models with Evo engines and chassis. Birth of the retro "Heritage" Softail with rigid frame profile styling as a tribute to the 1949 Hydra-Glide. Initial Public Offering puts Harley on Wall Street.

1987 Production 40,676 units. The 30th Anniversary of the Sportster. To top their offering of a Sportster for $3,995, the company offers to buy the bike back within two years toward the purchase of a big twin. All big twin models have five-speeds from here on. A new touring model was introduced in the 87-FLHS Electra Glide Sport.

1988 Production 47,222 units. The 85th Anniversary of the Motor Company is heralded with the first year of the new 1200cc Sportster 88-XLH-1200. Building on the retro-fever offered by the Softail line, Harley introduces the 88-FLSTS Springer Softail.

1989 Production 54,071 units. A new model of note was the 89-FXRS-CONV Convertible model featuring a quick detachable windshield, saddlebags, pegs, and sissybar. This year also introduced the ultimate king of the highway, the 89-FLHTCU Ultra Classic Electra Glide with every bell and whistle imaginable.

1990 Production 59,507 units. The big news for1990 was the brand-new 90-FLSTF Fat Boy based on the FLST Heritage Softail, featuring 16-inch solid wheels, front and back. The new decade of the nineties witnessed Harley back in Hog heaven, almost doubling motorcycle production over the previous 10 years. The Motor Company was overwhelmed with demand for its new products and continues to be to this day. The VIN trail ends here for this iron horse riding cow-poke.

Special thanks to all who contributed to this three-part article on the inconsequential including: Keith R. Ball, Marty Rosenblum, Tom Bolfert, Bruce Lindsay, Ed Largey, Bud Ekins, Rip, Devon Santangelo, Bob Burghardt, Buddy Stubbs, Bob Murry, Dick Hutchins, Merv Parso, Pat and Jack Dale, Rudy Dickenson, Eric Hannah, Les Haserot, Stan "White Fang" Miles, and anyone, who, god forbid, may have inadvertently been overlooked.

The VIN number scheme began as an incoherent patchwork of characters evolving as derivatives throughout Harley's history to become a uniform coded system 90 years later. A blank or lost record for a model doesn't mean it was never produced. The legitimacy of unrecorded motorcycle models can be verified by experts, comparison to other motorcycles, factory photos, and period advertising. There were many one-off prototypes that probably didn't receive engine numbers.

This epic saga began as an essay on Harley VIN and nomenclature and then developed, for the sake of readability, into a fingernail sketch chronicle as well. It was not our intention to offer an all-inclusive account of every variety of letters and codes, so if you didn't see your favorite scoot's model moniker, don't fret, records of it are probably alive and well in a cavernous labyrinth beneath the famed Motor Company headquarters in Milwaukee, marked with an ominous steel door on which may be stenciled the simple legend ... The VIN Files.

—Mike Egan

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The *Degenerate's* Quest

Men love hooters. And why wouldn't we? Right from the moment we're born, dragged screaming into a cold, harsh world, the first warm, comforting thing we experience is having a nipple shoved into our mouth. Is it any wonder that we spend a major chunk of our lives trying to re-create the experience?

I think it is a serious flaw in our society that so much effort is invested in hiding the female chest. It's quite frustrating for men, having tits all around us, yet having them hidden behind heavy tops and concealing brassieres. There are so few actually available for our viewing pleasure.

I'm not sure why women insist on keeping something so spectacular covered up so much of the time. It's not like they're something ugly that nobody wants to see. You should be proud of your tits. Show them around. Let the whole world see. Or at least show me. Hell, I'd show you mine if you asked me nice.

It's a sad fact that getting an eyeful isn't an easy task. Sure, you could come right out and ask a woman to show you her stuff, but it works so rarely it's hardly worth the time you have to spend washing the pepper spray out of your eyes. If a bro wants to see some hooters he has to be sneaky about it, or at least put in a little effort. If you apply yourself, it is possible to spot tits. And I don't mean on videotape or even the beauties who grace the pages of this very magazine. I'm talking real, live tits ... the kind you could reach out and touch, if you don't mind being slapped and arrested.

By far, the easiest place to find bare womanhood is your local strip bar. Strip bars are wonderful places full of loud music, booze, and naked women. Sounds perfect, and it can be, but there are a few things you need to keep in mind.

You can't just hang around a strip bar looking at the girls. You are expected to drop some cash on drinks, which can get damn expensive. Failure to purchase is pretty much considered trespassing and is not looked at kindly. Such patrons are usually removed by two heavy-set bouncers and tossed into the dumpster in the alley. If you don't learn your lesson and insist on coming back inside, then they get rough.

You also have to follow a certain code of conduct while inside the strip bar. Many prohibit any contact between dancers and the customers, so if you reach out and grab a handful or crawl up on the stage, you, too, will get a free, one-way trip to the dumpster. But don't worry. If it's late in the evening there will probably be lots of bros in there to cushion your fall.

Once you've been kicked out of every strip bar in town you'll have to find other places to pursue your hunt for hooters. One of my favorites is the beach.

Some places in the world, usually warm places, have topless beaches. This might sound like the answer to your prayers; unfortunately, most topless beaches are in Europe, which any experienced biker will tell you is one hard ride, so you'll probably have to make do with your local beach. You probably won't find actual topless women there, but you might find nice-looking ladies sunbathing on their fronts, with the straps of their bikinis undone as they try to eliminate unsightly tan lines. I like to consider these women potentially topless.

What you can do, if you've got a lot of time on your hands, is sit and wait for them to fall asleep. Sure, ya gotta deal with rugrats running around, kicking up sand and gulls crapping on your back, but it could be worth it. When you're convinced that the sun-baked beauty has drifted off into slumber, try sneaking up behind her with one of those hand-held boat horns and letting out a blast. Sure it's noisy, but it works. I suppose you could just go right up to them and ask them to roll over, but then there's that whole pepper spray thing again, not to mention the beach equivalent of the bouncer—the lifeguard.

I know what you're thinking. No biker is going to be afraid of a lifeguard, but what makes them dangerous is that after years of practice they have developed the ability to run in sand. They are also very slippery from rubbing suntan lotion all over themselves. Fighting with a lifeguard is like trying to catch a greased pig with your feet nailed to the ground. Eventually you'll just drop from exhaustion. And, trust me, there are few things in life as embarrassing as being taken down by a guy in a Speedo.

So once you've been banned from every beach within a hundred miles, what will you do? Well, if you're a true hard-ass biker, with nerves of steel and a stomach to match, you might want to check out a nudist colony in your area.

At first glance the nudist lifestyle would appear to answer all your desires ... volumes of females playing volleyball and tennis, wearing nothing but a smile and a pair of sneakers. But a closer look will reveal a world fraught with danger.

What you must realize before you become involved in the nudist scene is that such clubs have no minimum standard as to what type of body is allowed to join. That means that anyone who wants to remove his/her clothing and take part in the fun can do so. So for every sexy, well-built honey, there are about 200 middle-aged, flabby housewives who have no business being out in public, let alone naked. Sure, you get an eyeful, but it's about as much fun as an eyeful of bleach. The only positive thing about nudist camps is not having to worry about anyone kicking you out. Ten minutes of pasty cellulite exposure and you'll be more than happy to kick yourself out.

For Breasts *(or how to sneak a peek)*

After the nudist trauma you're probably going to want to spend some time at home trying to erase the memory from your brain. And yet, your quest for breasts need not end there. Perhaps you have been overlooking the obvious. Your neighbors.

Personally, I have never had a good-looking neighbor. Certainly no one you would want to see topless. Most of them would have looked more at home hitched up to a wagon than wandering around the back yard in a thong. But if you're one of those lucky bros who lives within binocular range of some fancy females, all you need is a little persistence, some open curtains, and a whole shit-load of luck. Just make sure that when you're watching them, they aren't watching you back. Always remember, if you can see them through a pair of binoculars, they can see you through a rifle scope.

If you're truly desperate and more than a little warped, there's one more thing you can try. There is a certain type of woman who is always flopping her hooters out in public. The nursing mother.

Women have been fighting for the right to breast feed in public, and it's getting to the point where it's pretty much accepted, which can be a bonus for the degenerate. You have to use some imagination in this case, since you want to picture the breast without the rugrat attached to it. You're not there to look at the kid. Hell, she could be breast feeding a pumpkin for all you care. Just keep in mind that you are walking on some thin ice here. Try not to get caught staring, but if you do, think up some kind of compliment for the kid. This will make the mother think you were just admiring the fruit of her loins, rather than wishing the kid would move his head. And no matter what you do, no matter how great the temptation, even if you have to bite your tongue, do not ask for a taste.

That's about as far as any sane biker is going to want to take the quest for breasts. Any further and you're going to be seriously pushing your luck and opening yourself up for a short stay in a mental institution. You think it's hard to get a woman to show her stuff now, you should try it when you're wearing a straight jacket.

As you can see, a bit of creativity and dedication can go a long way toward ensuring success in your hunt for exposed flesh. It just takes the right attitude, a healthy desire, and some free time. Of course, it also doesn't hurt to be a bit twisted. —*Greg White*

THE 1ST ANNUAL **EASYRIDERS**

Heavenly Hooter Quiz

The Free World Will Never Be The Same ...

Dr. Franz Lactos, of the esteemed Lactos Mammalogy Clinic in Fritzkaten, Germany, called our offices the other day regarding a subject near and dear to our hearts: hooters. Dr. Lactos was referring to a recent issue wherein there resided a shot of an extremely shapely lass, whose war chest was, according to the good doctor, "Clearly locked and loaded for mammalian conflict" (whatever that is).

What puzzled one of the world's foremost experts of upper torso topography was this: Were those puppies real, or was he just losing his discriminatory edge? The man was stymied by the stunning symmetry, perplexed by the proportionate proximity of nipple-to-areola ratio, boggled by the ... aw, hell, you get the picture.

"Well, Doc," we replied, "it's like this. Who cares? Gravity is gonna be the winner in the end anyway, so why not live large and go big?"

"But ziss iz in direct conflict vit da natural vay of tings," Lactos retorted. "Uhnt it iz *not* zee vay vee ver designed to be!"

"Yo, Doc, check yer calendar. It's 1999. Body modification is replacing shopping as the national female pastime. They love it. We love it. What's not to love? It's living art at its finest!"

And so Easyriders asks the ultimate question: "Are they real or fake?" in this all-out excuse to ogle massive meat pelts in a little thing we like to call The Heavenly Hooter Quiz.

Yes, we decided to put together an educational quiz for the free world to take in hopes of raising their H.Q. (hooter quotient). Hey, if not us, then who? If not now, then when? So dig up the last two years of *Easyriders* and see if you can score in the high 90s. Your prize? The satisfaction of wearing the self-awarded title of "Certified Boobologist." It's good in all 50 states and Canada, Guam, and, of course, the Virgin Islands.

Good luck!

By the way, in case you noodle on this until your noodle is extremely sore and swollen, skip to page 119.

REAL OR MAMOREX?

OK, fledging boobologists, get out those magnifying glasses for some serious scrutinizing of Mother Nature's bounty. Are they natural or are they enhanced? Jot down your best guess. If they're implants, what might they be filled with? Ya never know, so don't be thrown by a wacky option! Circle either A, B or C for extra points.

Whoops, one important note: You get bonus points if you can identify the breasts used in either the '97 or '98 Boob Guide. These are shots taken before they were famous!

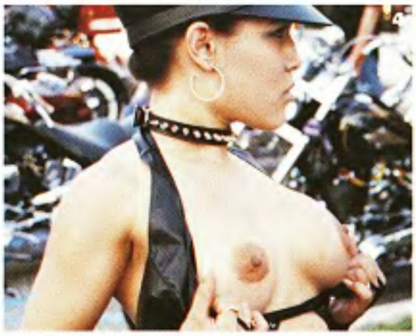
All righty, then. Fill in the blanks and knock your bad selves out!

1. Natural or Enhanced? _______
A. Saline
B. Champagne
C. Silicone

2. Natural or enhanced? _______
A. Saline
B. Soy bean oil
C. Paraffin

3. Natural or enhanced? _______
A. Saline
B. Tapioca pudding
C. Grits

4. Natural or enhanced? _______
A. Silicone
B. Saline
C. Peanut oil



5. Natural or enhanced? _______
A. Turkey gravy
B. Protein gel
C. Excessive lactose backup

6. Natural or enhanced? _______
A. Liquid starch
B. Silicone
C. Saline

7. Natural or enhanced? _______
A. Saline
B. V05
C. Polytextural butamate

8. Natural or enhanced? _______
A. Silicone
B. Misplaced surgical sponges
C. Saline

9. Natural or enhanced? _______
A. Soy bean oil
B. Peanut oil
C. Hydromaximized silica gel

10. Natural or enhanced? _______
A. Silicone
B. Saline
C. Protein gel

11. Natural or enhanced? ______
A. Used 30W
B. Silicone
C. Squid

12. Natural or enhanced? ______
A. Silicone bags, saline filled
B. Saline bags, silicone filled
C. Sandwich bags, gravy filled

13. Natural or enhanced? ______
A. Excessive lactose backup
B. Caused by bee stings
C. Pureed Ju-Ju beans

14. Natural or enhanced? ______
A. Peanut oil
B. Soy bean oil
C. Snake oil

15. Natural or enhanced? ______
A. Hydrolyzed adrenal gland extract
B. Inert lacquer thinner
C. Particularized Etch-A-Sketch dust

16. Natural or enhanced? ______
A. Egg yolk
B. Yak sweat
C. Palpitated platypus tear-duct sublime

BREASTS O' PLENTY: VETERAN BOOB GUIDE GALS

OK, so now we get to the truly enhanced upper-torso tantalizers. Let's see just how clever you are in the multiple choice department. Each of these gals was featured in the previous two year's Boob Guides. Can ya identify 'em without havin' to cheat and dig up the back issues? Circle the correct answers, and if you're really up on your udders, estimate the cubic centimeters per implant.

1. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

2. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

3. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

4. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

5. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

6. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size ________

7. Type implants
___ round
___ anatomical

Where placed
___ under chest muscle
___ over chest muscle

How they were placed
___ under arm
___ under breast
___ through nipple
___ through belly button

___ cubic centimeter (cc) size

Yee haw! Here are the answers. See if you can claim your coveted boobologist crown!

STRANGER THAN REAL: HEAVENLY HOOTER QUIZ ANSWERS REVEALED

REAL OR MAMOREX ANSWERS

1. Enhanced
   B
2. Enhanced
   A
3. Enhanced
   C
4. Natural
5. Enhanced
   A
6. Natural
7. Enhanced
   C
8. Natural
9. Enhanced
   C
10. Natural
11. Enhanced
    B
12. Enhanced
    A
13. Enhanced
    A
14. Natural
15. Natural
16. Natural

BREASTS O' PLENTY: VETERAN BOOB GUIDE GALS ANSWERS

1. Round
   Over the muscle
   Through the nipple
   350ccs each

2. Round
   Over the muscle
   Through the nipple
   1450ccs each

3. OK, we tricked ya. She ain't a Boob Guide girl ... but she's mighty healthy!

4. Round (silicone; bonus point!)
   Over the muscle
   Through the nipple
   700ccs each

5. Anatomical
   Over the muscle
   Through the nipple
   480ccs left, 450ccs right

6. Anatomical
   Under the muscle
   Under the breast
   400ccs each

7. Round
   Over the muscle
   Under the breast
   275 ccs each

SCORE:

REAL OR MAMOREX:
Possible 25 Perky Points
1-5: Don't bet your pink slip
6-11: Hmm, not too shaby
12-17: All righty, you're gettin' there
18-25: You know your tits!

BREASTS O' PLENTY:
Possible 25 Perky Points
1-7: Read our award-winning back issues
8-13: Not too bad, bubba
14-19: You know your way around an upper torso
20-25: Whoa, daddy, You *really* know your tits!

GRAND HOOTER HONCHO TOTAL:
Possible 50 Perky Points
1-15: WANNABE BOOBOLOGIST
16-30: HANGAROUND BOOBOLOGIST
31-43: PROSPECT BOOBOLOGIST
44-50: CERTIFIED BOOBOLOGIST!

Whatever your total, it's never too late to seek the vast treaures awaiting the adventurous explorer. Visit your local Gentleman's Clubs with cash-depleting regularity, and you too may become a master of mammalian estimation. Or, you'll go broke, blind, and bald from tryin' to figure out what's real and what's not. Either way, it's all good!

—*Dr. Hanz Roman, C.B.*

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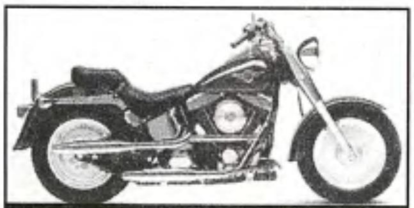

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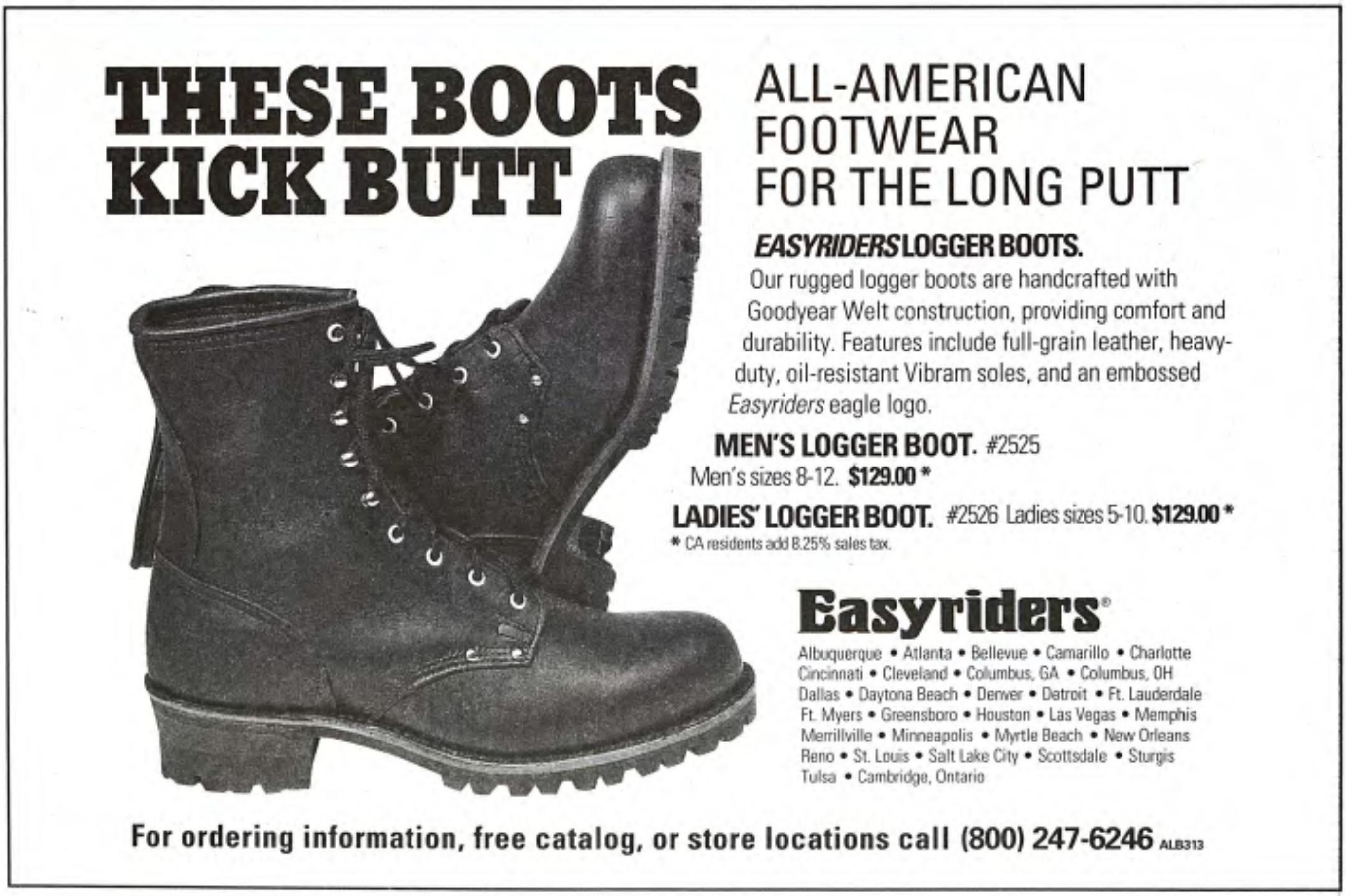

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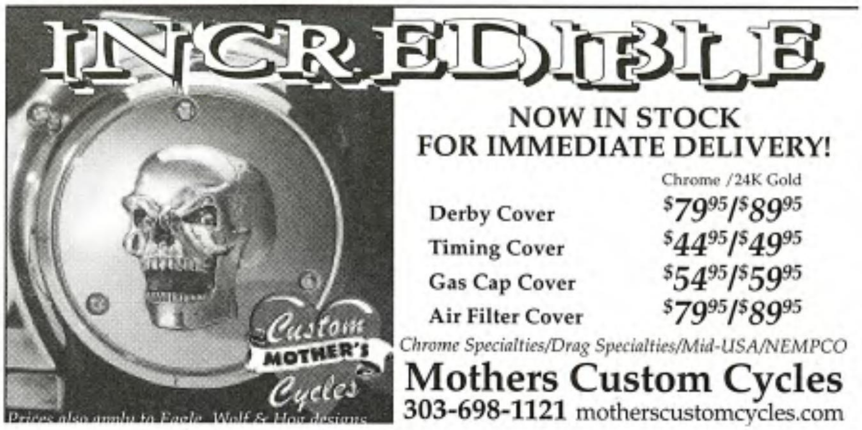
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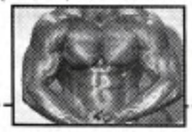

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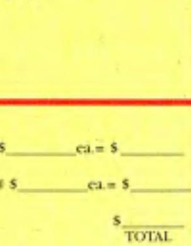

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Rip's Tips

Shocks and Things

Running around the country like I do gives me the opportunity to see lots of bikes and biker-related stuff. One of the things that I started doing lately is moving the crankcase breather hose and filter to the extreme rear of the putts I'm riding. The main reason I do this is that I just plain like to ride hard. Those of you who have ridden with me know of my "no mercy" style of getting to where I'm going in a hurry. Consequently, the pressure in the crankcase builds up quickly, and there is only one place for it to relieve itself: out the crankcase breather hose and filter. My bikes usually get K&N filters. I think that you will agree with me that they are more or less the standard in the industry. The new location of the crankcase breather hose and filter may not look the coolest, but, as I've said many times, I'll take function over beauty any day. When it's back there it isn't gonna spew misty oil film on your brake rotor, caliper, or pulley.

I gotta thank Carl Morrow from Carl's Speed Shop in Daytona Beach, Florida, for this little tip. I saw what he did to his racer bike many years ago and it made a lot of sense to me. If I just rode around town and never went anywhere I guess it wouldn't matter that much, but that wouldn't be any fun would it? The filter can be hung anywhere, and if you don't have one on your bike get one on there. The pressure for the most part goes out, but every once in a while it has to inhale and if there's crap in the hose or filter it's gonna back into the crankcase. So keep it clean. Besides, if ya don't, it puts pressure on the engine gaskets and makes them weep. Also, the bike will start running shitty because of the excess pressure buildup. What I do is unscrew the small clamp, and, after pulling the filter off, I spray some W-D 40 inside and let it sit for a while so it has a chance to loosen the crud inside. Usually I wash the bike while the crankcase filter and the carburetor filter are off. Then when I'm done washing the scoot I shoot some water in the tube so it wash the goop out, not in ... if you get my drift. The same goes for the carb filter. It's a good idea to pull the choke lever on while washing the bike; that'll help keep any water from going in the carb. And don't forget to leave the air cleaner cover on the carburetor while you're washing the bike.

Since I have to tote lots of gear around with me, I like using Progressive Suspension air shocks. My bike Honey Pai is set at about 40 pounds when fully packed. These great shocks have been working for me ever since I started doing my Rip's Run column. Thanks, folks. By the way, Rip's Run can be found in our sister publication, *Biker*, each and every month. *—Rip*

Sources

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K&N filter mounted out of the way.

Photos: Rip

TechTips

Happy Anniversary!
S&S Celebrates Its Ruby Anniversary In Grand, Thumping Style

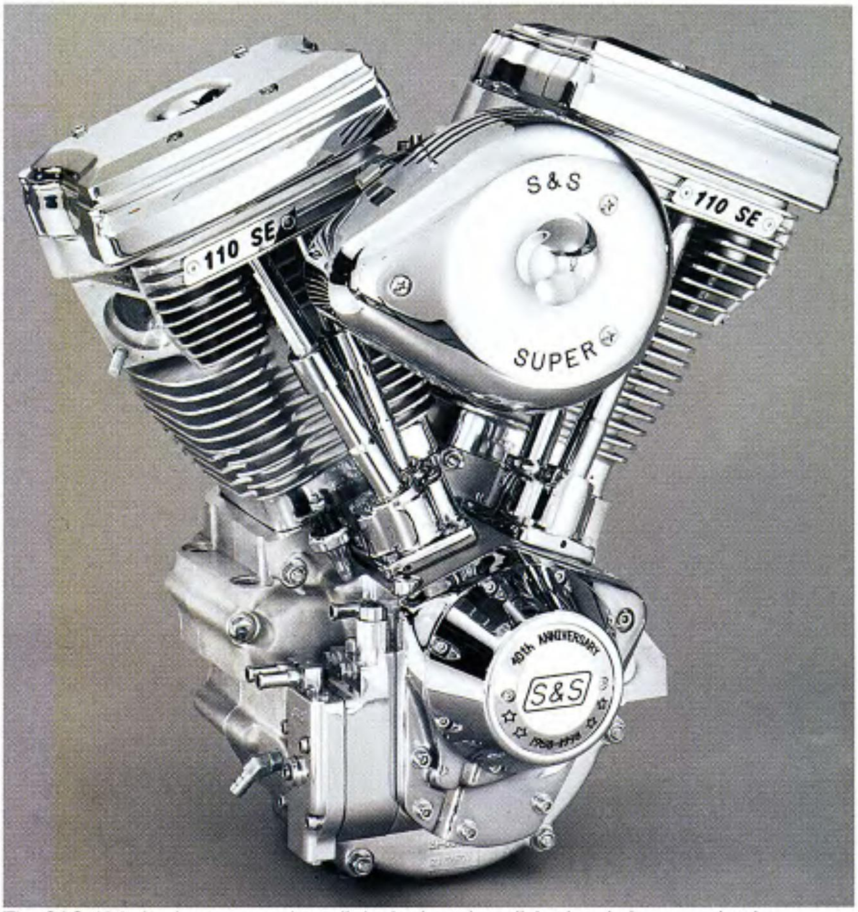
Not too many companies can lay claim to four decades in this business, but one very proud member of this small group is S&S Cycle, Inc. One of the original aftermarket suppliers of high-performance hardware for Harley-Davidson motorcycles, S&S is not content to simply let its 40th year in business slip away without a bang. Or should I say, a thump.

The thump that celebrates the ruby anniversary for S&S emanates from a very special new engine the company designed just for the occasion. Badged the "110 SE," this 40th Anniversary Special Edition engine packs a wallop. The monster sports a 4-inch bore and a 4 3/8-inch stroke to deliver a hefty 110-cubic-inch displacement. But is this simply a polished and chromed makeover of some modestly performing street engine? Not on your life. This 40th Anniversary Long Block is packed with as much performance on the inside as it has good looks on the outside.

Before we get into the heart of the beast, though, there is some good and bad news. The good news is that there will be 400 of these Special-Edition 110s produced. The bad news is, of course, that there will be *only* 400 of these engines produced. So if you're an S&S fan with an itch for high-powered collectibles, then this engine is for you. Best get a move on.

Now, as for what makes this sucker tick, it's really the fact that the folks at S&S wanted an engine that looked as good as it performed. On the outside, S&S wanted something powerfully subtle, so a blend of raw finished and polished aluminum was equally balanced with chromed components for a truly custom look. Polished cylinders and heads top the raw finish case, and chromed rocker boxes, lifter blocks, slotted air cleaner, and cam cover (with a distinctive chromed billet points cover) intensify the engine's appearance. Special chromed inserts on each cylinder head further define this limited-edition powerplant, right down to the polished billet S&S oil pump.

Inside, hidden beneath the detailed exterior, is the performance combination that gives this engine its amazing power curve. Moving the massive 4-inch



The S&S 40th Anniversary engine: all decked out in polished and chrome splendor.

Even the cam cover gets special treatment: all chromed with a special billet points cover.

Photos: courtesy of S&S Cycle

Polished heads are outfitted with special "110 SE" badges showing off the anniversary theme; air cleaner has slotted accents.

pistons, the 4 3/8-inch stroke flywheels are radiused on the outer edge, making it easier to slip through any residual oil in the crankcase. All you racers out there will recognize this trick as a carryover from the knife-edging found on drag race flywheels. Employing another racing trick, S&S also lightened the 110's flywheels for quicker revving off the line. A .600-inch lift camshaft helps deliver maximum airflow through the hand-ported cylinder heads, and as you'll see from the dyno figures below, the 110 SE uses this combination to produce awesome street power.

POWER FIGURES

The dyno numbers you'll read here in a second, are from an Anniversary

Edition 110-incher equipped with an S&S Super G carb (with 31/82 jets), Thunderheader exhaust, and Compu-Fire ignition with an H-D coil and 32 degrees of spark. Compression was set at 10.5:1, and the engine was run complete with the Anniversary air cleaner in place. Power measurements were taken at the wheel on an S&S DynoJet model 150 chassis dyno, and all data is corrected.

RPM	HP	TORQUE
3000	56	98
3500	74	110
4000	92	120
4500	104	122
5000	113	119
5500	119	114
6000	122	107
6200	123.4	106.3

So, as you can tell from the numbers, this 40th Anniversary Special Edition engine is far from "all dressed up with nowhere to go." Dressed to kill would be more like it, and with this power-packed sucker ready to lay out the rubber, S&S proves again, that you can have it all: power and style, beauty and beast. But then, what else would you expect from a company that has spent the last 40 years making Harleys go fast? If this is any indication of things to come, S&S still has plenty of surprises waiting for us in the future. In the meantime, if you'd like more info on the extremely limited number of Special Edition 110s, grab that telephone, a FedEx form, or your computer, and contact your local S&S Cycle dealer. With all the style and performance this engine offers, they aren't going to last long.

—Erik Falconer

Source

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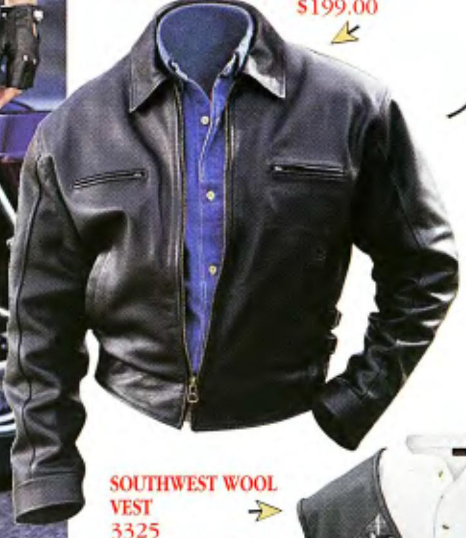

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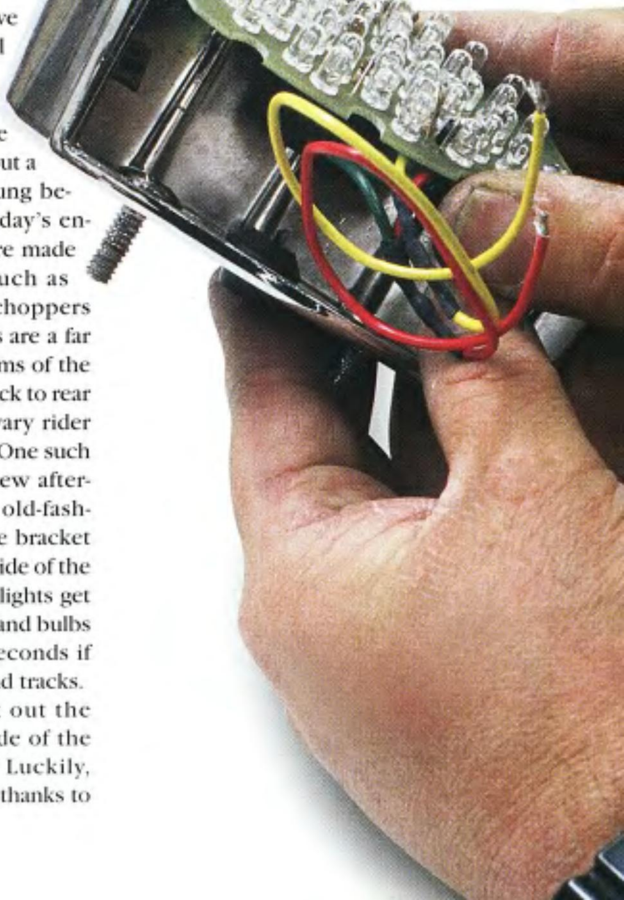
Custom Chrome's LED taillight lights up the night.

The LED Cure For V-V-Vibration

Old-time riders had to deal with vibration all the time. In fact, if you look at an older model Harley or a hardtail chopper from yesteryear, you're likely to spot all kinds of ingenious anti-vibration implements in place.

Catseye conversion kit, #47-553.

What isn't rubberized has been gooped up with silicone to beat things going "poing" from the constant shake, rattle, and roll. In today's modern age of rubber-mounted engines and superior suspension, vibration is a thing of the past, right? Well, not if you are one of the many bike builders and enthusiasts who have gone retro with a little hardtail barhopper in your stable.



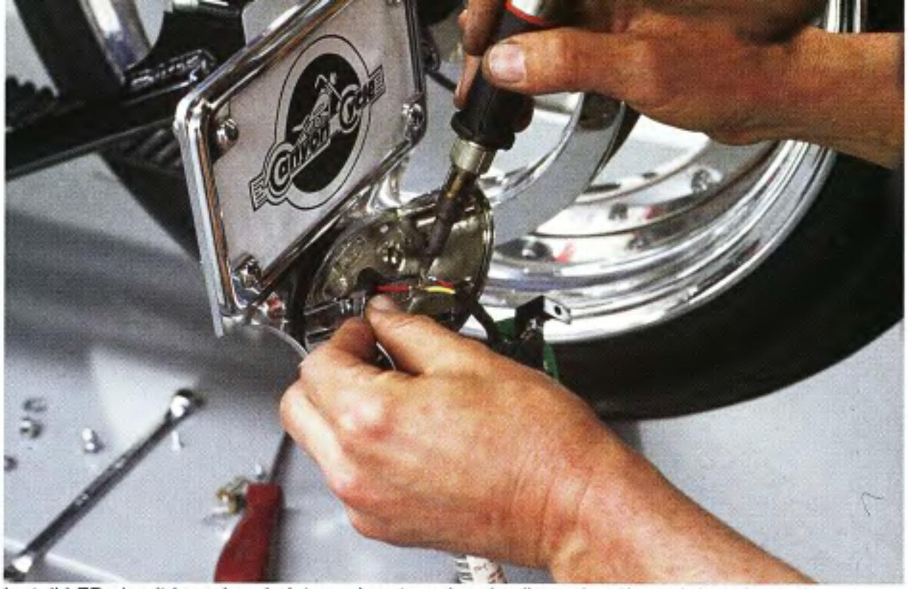
The LED circuit board and mounting plate are fitted in the taillight housing.

Face it, hardtails are fun; they speak to the primordial side of our nature. There's nothing but a big engine and two wheels slung between a rigid frame. Since today's engines vibrate less and frames are made of amazing new materials such as chrome-moly, the high- tech choppers we see as we close out the '90s are a far cry from the bailing wire customs of the '70s. Still, vibration has come back to rear its ugly head and visit the unwary rider with all kinds of little gremlins. One such problem is that many of the new aftermarket rigids come with the old-fashioned taillight and license plate bracket all in one that hangs off the left side of the rigid frame. Naturally, these taillights get beat up quite a bit down there, and bulbs last about 40 seconds ... 20 seconds if you're maneuvering over railroad tracks.

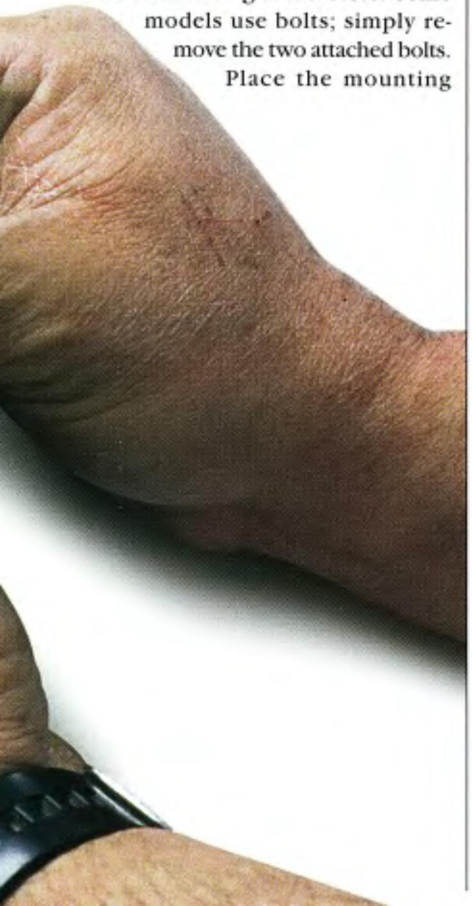
So what do you do? Break out the silicone and goop up the inside of the taillight and bulb assembly? Luckily, there's a more elegant solution, thanks to

your friends at Custom Chrome, Inc. CCI makes a number of LED (Light Emitting Diode) lights for your scoot that come in a variety of shapes and sizes—at a reasonable price, to boot. Not only do the LED lights look great, but they are extremely bright and they'll last you well into the next century since there's no bulb to burn out. Custom Chrome offers LED taillights in diamond catseye, oval catseye, tombstone, and many OEM-style conversion kits. These come ready to install including circuit board, powdercoated bracket, and epoxy-sealed LED array.

Best of all, this simple fix for the vibration blues can be handled during your lunch break. We enlisted the help of Canyon Cycle in Agoura Hills, California, to show you how easy this install can be. Rob and Bruce did the entire job in less time than it takes to drink two beers. First, it's a good idea to disconnect the ground cable from the battery. Remove the taillight and red and clear lenses. Next, remove and discard the original bulb and socket assembly by drilling out the two mounting studs. *Note:* Some models use bolts; simply remove the two attached bolts. Place the mounting



Install LED circuit board and plate and route red and yellow wires through housing hole.



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Solder and shrink tubing forms a better connection and lasts longer than crimp connectors.

template over the mounting screws on the back of the taillight. Mark and drill two holes using a 3/16-inch drill bit. The backing template will be mounted to the back of the taillight with the countersunk holes facing out. Install the LED circuit board and mounting plate in the taillight housing and route red and yellow wires through the housing hole.

Now place the backing plate to the

Hey, it works! And this little fix will last virtually forever.

Too bright to capture on film!

All in a day's work at Canyon Cycle.

Photos: Markus Cuff

backside of the housing and insert flathead screws through the two holes and tighten LED circuit board to the housing. Reinstall the new LED taillight assembly and lenses. The red wire will connect to the taillight feed wire (running light) and the yellow wire will connect to the brake feed wire (brake light).

Since Rob at Canyon Cycle isn't happy unless the job is absolutely perfect, he always recommends solder and shrink tubing over crimp connectors, as the connection is much better and lasts longer. Now you're ready to light up the night with a light as bright as an oncoming train, and this pup will last almost indefinitely. —*Dave Nichols*

Didja hear about Martha Stewart's new breast implants?
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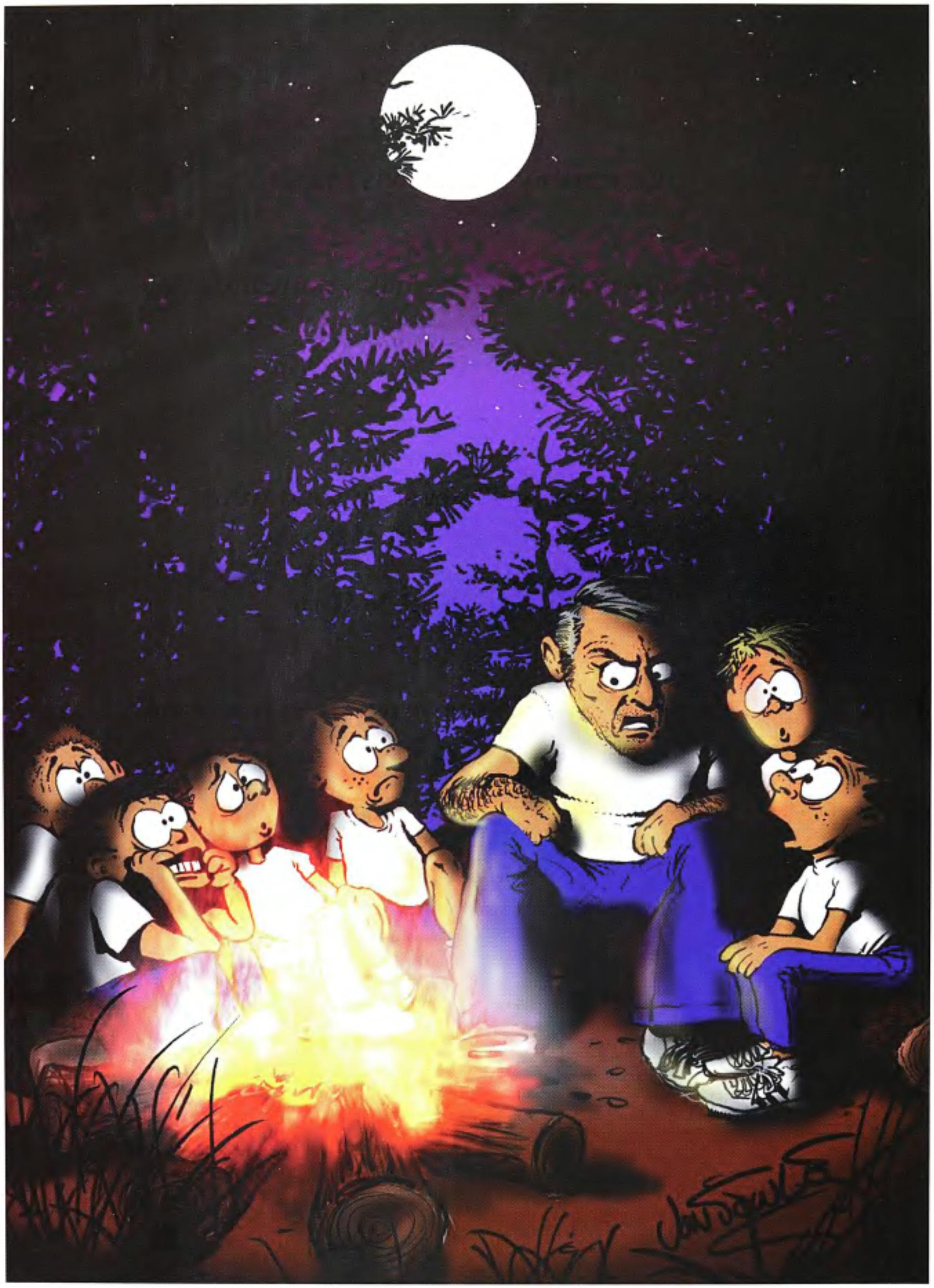

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ReadersRides

Photos: Sauro

Pat Briggs
Syracuse, New York
1987 Custom Softail

The only time this bike sees a trailer is when Pat Briggs wades through hip-deep New York snow to load her up and head for Daytona. Pat's ridden his '87 Softail Custom daily for more than 75,000 miles, hitting the party spots like Sturgis, Laconia, Myrtle Beach, and beyond. He's come a long way from the days of polishing his older brother's Sporty and taking it for unapproved test rides ...

Pat's pride and joy begins with an 80-cubic-inch Evo motor, runs Ross 10:1, .010-over pistons, a Screamin' Eagle Optimum 2 cam, an S&S Super E carb, and a Screamin' Eagle Dyno ignition. The heads were ported, polished, and flowed (plus powdercoated) by Visions, yielding 71 horses to the rear on a Sturgis Dyno in 1994 (accomplished, by the way, before adding the Ross pistons).

The 99-percent stock H-D frame has been lowered 1½ inches and loaded with a Pro-One front end equipped with internal fork stops. The K&N apehangers have internal wiring for the electrics. The LED taillights and license holder were frenched into the fender by Kram, the bike's painter. Kram's a radical man when it comes to palette madness; he took Pat's designs and breathed some serious fire and life into 'em.

Pat, who's been through four Harleys in 20 years, says, "This one's a keeper. Even Arlen Ness thought it was 'one wild ride' when he saw it in Daytona." Hell, it even has its own winter bedroom in his house, where it underwent modifications since day one of Pat owning it. Considering how many first-place trophies the Softail Custom has acquired over the years, it should probably have its own chair at the dinner table as well.

—Mr. Greenjeans

ReadersRides

Photos: Dennis Kitelinger

Tom Fedele
Tidioute, Pennsylvania
1997 FXSTC

In honor of Independence Day this year I chose to feature a red bike, along with a white and blue one for Readers' Rides. OK, I didn't really choose them; their paint schemes coincidentally fell in line with that of Old Glory.

Tom calls this bike "The Beest." My dictionary spells the word differently, but Tom says "Beest" is how he wants it spelled. Hell, he's been riding since he was 16 and has earned the right to spell it any way he wants.

Except for the powdercoated frame, which comes from a '91, the 8-over forks, and the S&S Super E carb, The Beest is stock. The Coca-Cola red paint was done by H-D in Erie, Pennsylvania, and Tom thanks Roberson's in Union City, Pa., for the dyno and fine tuning work. The bike is dedicated to Michael Downey, a friend of Tom's who fell at too young an age.

Tom entered The Beest in three shows last year. It won Nicest Custom Harley at Frank's Memorial Run in Gerry, N.Y., grabbed second place at the Easyriders Rodeo in Prospect, Pa., and won first place at the Wheels and Deals Car and Bike Show in Tidioute, Pa.

I think I'll give him a first place in Terminologicalinexactitude (with apologies to Sir Winston Churchill) in the Dictionary Derby as well. —*Ron Haley*

Bill Keefover
Fairmont, West Virginia
1996 Special Construction Softail

This bike is flawed! Yup, there is something wrong with her, so let's make a little game of finding it, shall we?

Billy started with a stock black Fat Boy, but ever since he was a kid, his dream was that his custom bike would be white. I find no fault in building a dream.

Enlisting the capable talents of Chris Trickett, owner of Mid Atlantic Motorsports in Grafton, W.Va., Billy installed a Crane cam and energy ignition, RevTech pushrods, S&S carb, a BDL primary, and Barnett clutches. The tranny is Harley, rebuilt to specs. The front end was lowered 1 3/4 inches, and a Progressive rear suspension was installed. So far, I can see no flaw ... can you?

Chris and Bill put on a set of RevTech wheels wearing Avon tires. Ness parts include the taillight, mirrors, and marker lights, with Vance & Hines pipes and a LePera seat. No flaw yet!

Billy said he did the grunt work, while Chris did the smart stuff. Nothing wrong with allowing talent a free hand, or learning from it.

There is no problem with the paint job, either. It's a House of Kolor bright white with blue and purple graphics and silver marbleizer over the top—flawlessly laid on, I might add.

Billy dedicates this bike to his wife, Sharon, and five-year-old daughter, Rachel. OK, so where's the flaw?

All right, I won't hold you in suspense any longer. It's a broken speedo! Billy was cruising along the interstate at about 70 when a guy on a sport bike blew by him. Billy downshifted two gears into third, gunned it, and passed the guy like a bolt of lightning and a streak of heat. He looked at his speedo, which showed 130 before going kaflooie!

A broken speedo? Hell, with the story that goes with it, we sure as hell can live with that. *—Ron Haley*

Photos: Sharon Keefover

ReadersRides

Beryl Levell
Cleburne, Texas
1977 Shovelhead

In the beginning there were three brothers, a girl, and a junkyard. As a young girl I had an irresistible urge for the great outdoors, loud motors, and adventure. There really wasn't much of anything that I was afraid to try, at least once anyway. My dad was in the salvage business, which gave my brothers and me plenty of opportunities to tinker with old cars and see if we could get them running.

Once we got an old Cushman at the junkyard. We worked for a few days trying to get it running and when it finally fired up we jumped on it and took off. Now being so young and irresponsible, we didn't check the brakes, nor did we really fit on the seat; we stood up and hung on the handlebars. After going a little ways down the road we figured out that we didn't know how to stop. My brothers opted to bail out, one by one. *Ouch!* Me? I eased up on the throttle and slowed to a stop. I wasn't as dumb as they thought ...

My first scooter was a Honda 100. In the eighth grade I wore shorts under my skirt so I could ride a friend's Yamaha 250 on the football field. I liked the feeling of more power. By the age of 15 I got an even bigger thrill when my uncle told me that if I could kickstart his Norton 750 then I could ride it. It took quite a few kicks—not to mention a baseball-size knot on my shin—but it was well worth it when I heard that thing rumble. I was hooked.

As life went on I owned a '78 Kawasaki 650 (brand-new) and a Triumph 750 silver jubilee anniversary edition (brand-spankin' new). Then my little brother got a Harley. That first ride made me realize what I had been missing. I made up my mind there and then that I was going to own a Harley one day.

I wanted to build a bike of my own. I wanted to wrench it, paint it, and ride it myself, without having to kiss a guy's butt to go for a ride. A biker friend got a kick out of my spunk and desire so he gave me a good deal on a '47 Knucklehead. It was a total basket case, but that didn't phase me. I was on cloud nine and the fantasy was just a little closer to reality.

Not long after, with the help of a decent job and good friends I managed to acquire another scoot: the '77 Shovel you're looking at. I wasted no time tearing into it. I don't see how it cranked up and ran when I first got her. There wasn't one tight bolt on the whole bike, motor included. So after working all day for a paycheck, I would head straight for the garage, where I would work till midnight or later on it.

Photos: Bob Stepp

I installed new jugs, pistons, valves, and pushrods. I'm running solid lifters with an Andrews HB carb. There were minimal wires involved in the electrical system since there was no horn, blinkers, or gauges. This was remedied by putting on a new wiring harness and starting all over. Then there was the great moment when it cranked for the first time. This was going to be one badass machine! Soon I had a running, rolling chassis with a Jammer custom frame, new top end, new charging system, mini oil cooler, new drag pipes, new front end, new rubber and wheels, and buckhorn handlebars.

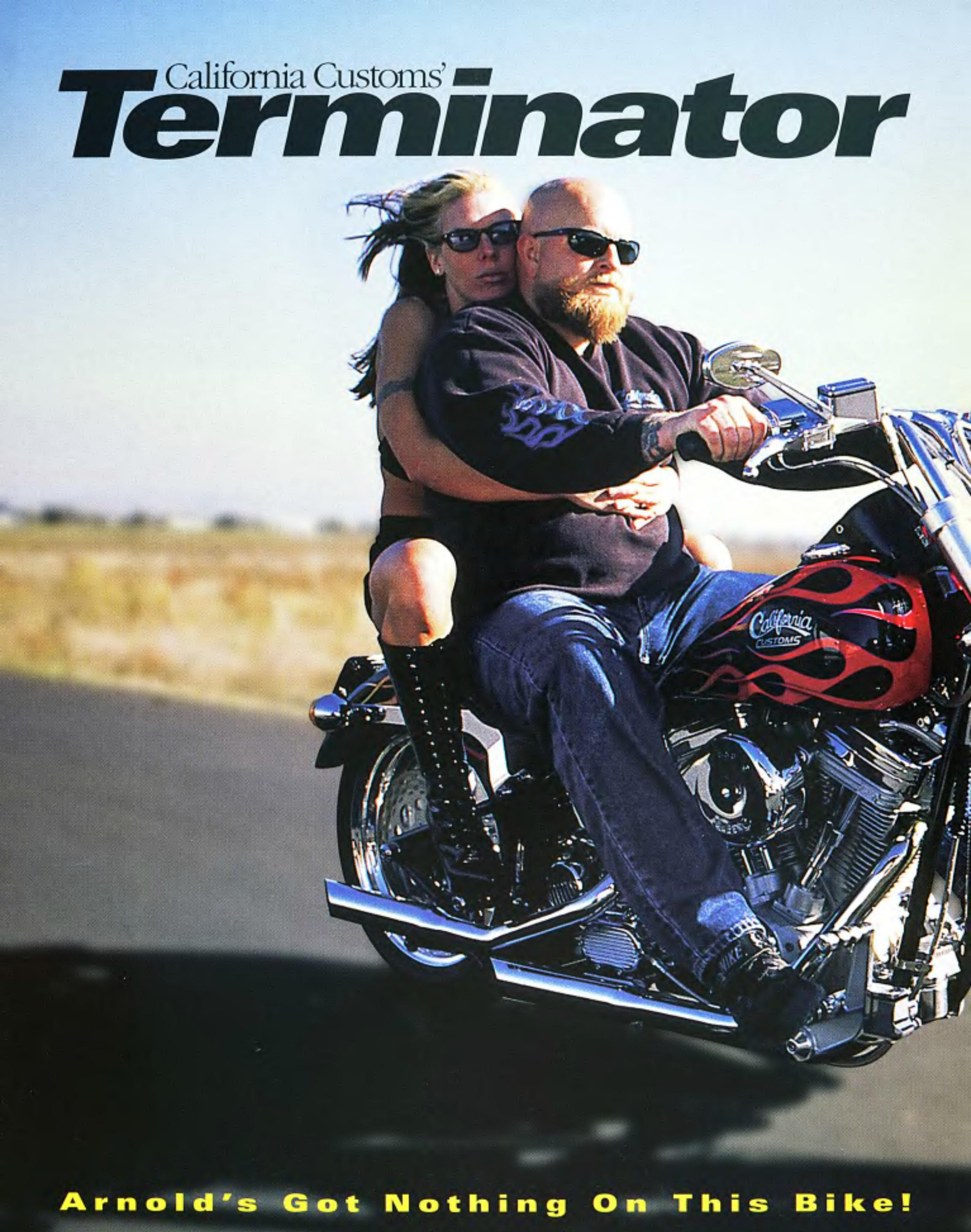
Thank God for friends, because I needed to call on another one. It just so happens that one of my best buds is a bodyman. With his help I mixed up radar blue and twilight blue with a touch of orchid to get close to the purple I wanted. We got the preliminary stuff like bondo, sanding, priming, and wet sanding done. I did the rose artwork myself while my friend did the spraying. With "Untamed Spirit" painted through the rosebud on my rear fender, we finished it up with three layers of clear coat with violet pearl in it then three more coats of clear, making the end result quite awesome. After etching the rose buds on my mirrors, I got carried away and etched a rose on my primary cover. This bike says me all over it.

—Beryl Levell

"On the bright side, we're not lost anymore."

California Customs' Terminator

Arnold's Got Nothing On This Bike!



I'll be baaack!" Those immortal words have been spoken in more television shows, movies, commercials, and even everyday conversations than that buff, Kennedy-marrying, body-building Austrian could have ever dreamed. What's that got to do with this month's evaluation? Nothing ... other than the fact that I was trying to find a segue between the *Terminator* movies and this 1999 Terminator motorcycle from California Customs. There, that oughtta do it!

Located in Mountain View, in the heart of Northern California's Silicon Valley, California Customs is a small-volume designer and builder of hand-crafted, high-end motorcycles. According to Joe Cree, president of California Customs, "Every bike is custom tailored to each client. Even though the models are the same, no two bikes are alike." This focus requires California Customs to glean the very best this industry has to offer, to craft parts of its own and design the finest artistic expressions in powdercoating, paint, chrome, and polished stainless steel. This doesn't mean that the company's seemingly obsessive attention to detail keeps its motorcycles from being ridden hard, every day. In fact, California Customs' bikes are very comfortable to ride and, unlike some manufacturers' bikes, can and should be ridden every day. Let's take a closer look at the Terminator (the bike, not the big, buff guy).

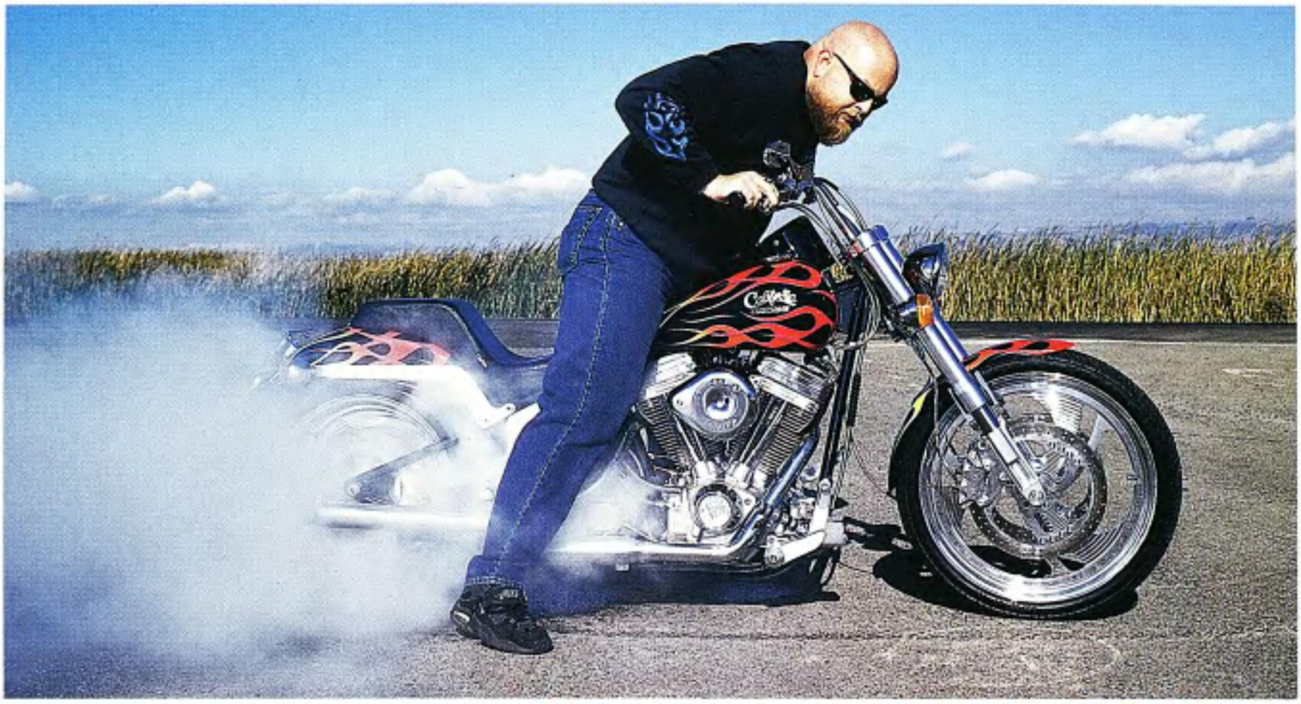
The Terminator starts with a Daytec Street Scene frame with a 35-degree rake and a ground clearance of 4.5 inches. This model comes with adjustable Sofspension, which allows the rider to set this bike up to fit his/her individual riding style. The bike has a seat height of just 24 inches, which is high enough to keep the pipes from scraping, but low enough for most riders to be able to sit comfortably and have both feet planted firmly on the ground. The Terminator's power source is the tried-and-true 96-inch S&S engine. The only real modification, if you could call it one, would be the Compu-Fire ignition. Why do so many builders use S&S engines? Well, the fact that they've passed the rigorous CARB and EPA testings doesn't hurt, but, moreover, because of the cost. Several years ago S&S "flooded" the market with these engines, and, of course, Harley wasn't going to allow its power plants in the competition. So there you have it!

Yeah, you read right—*competition*. For the first time in forever, Harley has admitted to having competition ... but more on that next month. You'll find that California Customs uses some of the best components available for its bikes, and this model is no exception. Many people think that having a bike this low to the ground makes it very difficult to handle. Maybe those people need to take some rider training courses or something, because with a ground clearance of 4 inches, this bike handles extremely well. I'll admit, a bike lower than this may be harder to deal with, but at 4 to 6 inches off the ground most bikes should, and do, handle just fine (that is, if the riders are ready for them). The Terminator is just such a model.

One complaint we had, and, for once, all agreed upon, was that California Customs produced too few bikes from its Mountain View facility. At the moment, there are very few dealers anywhere else, and that may make this bike inaccessible to many who want to buy it. Cree plans to expand his dealer network but, unfortunately, that won't be anytime soon. California Customs' dealer network will never be too large, however, as Joe wants to maintain superior quality control over his bikes.

According to Joe Cree, "You'll find that having a bike built for you at California Customs means that you will get a really unique, hand-built creation, and not just another prefabricated factory custom." For more information on the Terminator, or any of its models, contact California Customs, 2656 W. El Camino, Mountain View, CA 94040; (888) 707-CUSTOM, (650) 941-5212; www.calcustom.com Better yet, get a copy of the *Easyriders Buyer's Guide*, on sale now, and check out the New Model Guide.

—Scott McCool



Manufacturer: California Customs
City: Mountain View, California

General

Fabrication: California Customs
Year/make: 1999 California Customs
Model: Terminator
Assembly: California Customs
Time: 8 weeks
Chroming: West Coast Chroming

Engine

Year/model: 1999 S&S
Ignition: Compu-Fire
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: Custom Chrome, Inc. slash cut

Transmission

Year: 1999
Shifting: 5-speed, foot
Engine sprocket: 47-tooth
Trans sprocket: 34-tooth
Wheel sprocket: 70-tooth

Frame

Year: 1999
Type: Street Scene
Builder: Daytec
Rake: 35 degrees
Seat height: 24 inches
Ground clearance: 4.5 inches
Other: adjustable Sofspension

Paint

Molding: Ron's Custom Paint
Painter: Ron Morelli
Color: black with red and orange flames
Type: House of Kolor

Accessories

Bars: Khromewerks
Handlebar controls: chromed
Fenders: Custom Chrome, Inc./Daytec
Headlight: 5.75-inch
Taillight: Scooter Lab
Speedo: Custom Chrome, Inc.
Dash: Ness
Pegs: UMI
Foot controls: UMI
Gas tank: 5-gallon, stretched
Oil tank: Daytec, center-fill
Oil system: S&S
Primary cover: chromed
Seat: Corbin black ostrich
Mirrors: Ness
Grips: black

Forks

Type: inverted 55mm
Builder: Ceriani

Wheels

Front

Type: Performance Machine
Size: 21-inch
Tire: Metzeler
Brake: P.M. dual 13-inch floating rotors

Rear

Type: Performance Machine
Size: 17-inch
Tire: Metzeler
Brake: Performance Machine
Photos: Gail DeMarco

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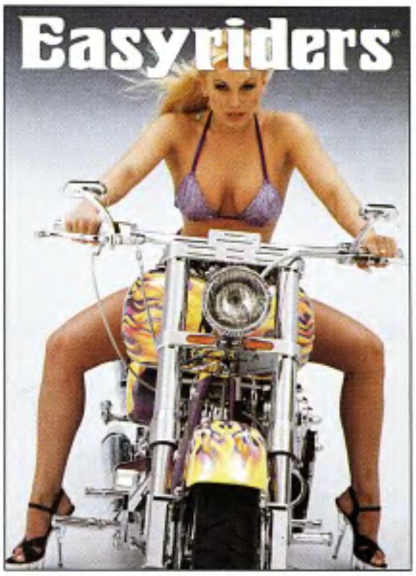
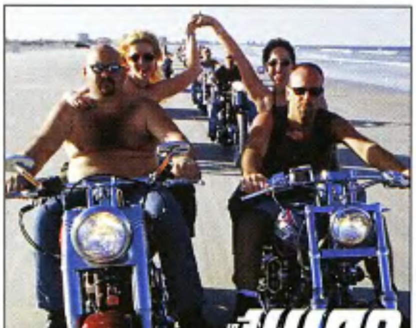
ComingAtYa

Easyriders August issue (#314) is a sizzlin' sexfest of scintillating fun. We'll bring you the all-time best coverage of the Daytona Bike Week and Races as well as our Annual Sturgis Survival Guide for everything and anything you need to know for your visit to the Black Hills. We'll check out wild wooden rides, meet a biker hero, and discover how choppers were born. All this plus the ultimate iron-butt winter ride, a gaggle of gorgeous custom bikes, and a special 32-page look at our best bodacious babes of 1998. It's all in the outrageous August issue of Easyriders. Don't miss a single page. *On sale July 1*



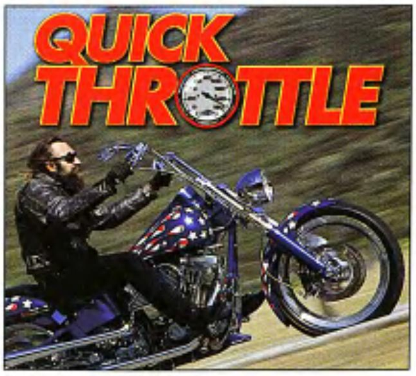
Do your jeans stand up by themselves? Is Hank Hill your TV icon? Is your idea of a date splitting a 12-pack and watching *WWF Raw?* Then *Biker* is the rag for you. Grab a handful. *On sale now*

Roll onto easy street with *VQ*, the read for riders with a taste for life's luxuries. Stylish customs, rare antiques, exclusive hangouts, world-class tours, and more await you in August. *On sale now*



September's *Wind* takes a look back at the blast that was Daytona Bike Week '99. We also take a retro ride back to the '50s with a sexy gal whose '57 pan paved the way for family puttin' *On sale now*

Get ready for the new look and feel of September's *Quick Throttle*, pumped up with more pages, techs, and customizing how-tos than ever before. It's a wild ride you don't want to miss. *On sale July 1*



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